

File No. 164-81-1A ⁽⁶⁰⁾
 Date Received 12/3/71
 From U.S. WEATHER BUREAU
 (NAME OF CONTRIBUTOR)
PORTLAND INTERNATIONAL A.P.
 (ADDRESS OF CONTRIBUTOR)
PORTLAND, OREGON
 (CITY AND STATE)
 By SA
 (NAME)

To Be Returned ☐ Yes
☒ No

Receipt given ☐ Yes
☒ No

Description: READ OUT AND KEY TO
AVIATION WEATHER REPORTS
Re WEATHER CONDITIONS between
7⁰⁰ P TO 9⁰⁰ PM 11/24/71

read out info. reported in
search unit
8/12/71

b6 per FBI
 b7C

DB Cooper-35323

164-81-1A

60

KEY TO AVIATION WEATHER REPORTS.....

LOCATION IDENTIFIER AND TYPE OF REPORT*	SKY AND CEILING	VISIBILITY WEATHER AND OBSTRUCTION TO VISION	SEA-LEVEL PRESSURE	TEMPERATURE AND DEW POINT	WIND	ALTIMETER SETTING	RUNWAY VISUAL RANGE	CODED PIREPS
MKC	150M250	1R-K	132	/58/56	/1807	/993/	R04LVR20V40	/055
SKY Sky cover symbols are in ascending order. Figures preceding symbols are heights in hundreds of feet above station. Sky cover symbols are: ○ Clears less than 0.1 sky cover Ⓢ Scattered: 0.1 to less than 0.6 sky cover ⊕ Broken: 0.6 to 0.9 sky cover ⊕ Overcast: More than 0.9 cover — Thin (When prefixed to the above symbols) -X Partly obscured: 0.1 to less than 1.0 sky hidden by precipitation or obstruction to vision (bases at surface) X Obscured: 1.0 sky hidden by precipitation or obstruction to vision (bases at surface) CEILING Letter preceding height of layer identifies ceiling layer and indicates how ceiling height was obtained. Thus A Aircraft R Radar B Balloon (ceiling, pilot or raob) W Indefinite E Estimated "V" Immediately following numerical value indicates a variable ceiling height M Measured			VISIBILITY Reported in Statute Miles and Fractions. (V-Variable) WEATHER AND OBSTRUCTION TO VISION SYMBOLS A Hail IC Ice Crystals RW Rain Showers BD Blowing Dust IF Ice Fog S Snow BN Blowing Sand IP Ice Pellets SG Snow Grains BS Blowing Snow IPW Ice Pellet Showers SP Snow Pellets D Dust T Thunderstorm F Fog K Smoke T+ Severe Thunderstorm GF Ground fog L Drizzle ZL Freezing Drizzle H Haze R Rain ZR Freezing Rain Precipitation intensities are indicated thus: -- Very Light; -Light; (no sign) Moderate; + Heavy WIND Direction in tens of degrees from true north, speed in knots. 0000 indicates calm, G indicates gusty. Peak speed follows G or Q when gusts or squalls are reported. The contraction WSHFT followed by local time group in remarks indicates windshift and its time of occurrence. (Knots X 1.15 = statute mi/hr.) EXAMPLES: 3627 360 Degrees, 27 Knots; 3627G40 360 Degrees, 27 Knots. Peak speed in gust 40 knots.			RUNWAY VISUAL RANGE (RVR) RVR is reported from some stations. Extreme values for 10 minutes prior to observation are given in hundreds of feet. Runway identification precedes RVR report. CODED PIREPS Pilot reports of clouds not visible from ground are coded with MSL height data preceding and/or following sky cover symbol to indicate cloud bases and/or tops, respectively. DECODED REPORT Kansas City: Record observation, 1500 feet scattered, measured ceiling 2500 feet overcast, visibility 1 mile, light rain, smoke, sea level pressure 1013.2 millibars, temperature 58°F, dewpoint 56°F, wind 180°, 7 knots, altimeter setting 29.93 inches, runway 04 left, visual range 2000 ft. variable to 4000. Pilot reports top of overcast 5500 feet (MSL). <div style="text-align: right;">DB Cooper-35324</div>		
			ALTIMETER SETTING The first figure of the actual altimeter setting is always omitted from the report.			*TYPE OF REPORT The omission of type-of-report data identifies a scheduled record observation for the hour specified in the sequence heading; the time of an out-of-sequence, special observation is given as "S" followed by a time group (24-hour clock GMT) e.g., P15 S 0715 -XM10... A special indicates a significant change in one or more elements, local reports are identified by "LCL" and a time group. Locals are transmitted on local teletypewriter circuits only.		

KEY TO AVIATION WEATHER FORECASTS.....

TERMINAL FORECASTS contain information for specific airports on ceiling, cloud heights, cloud amounts, visibility, weather condition and surface wind. They are written in a form similar to the AVIATION WEATHER REPORT.

CEILING: Identified by the letter "C"

CLOUD HEIGHTS: In hundreds of feet above the station (ground)

CLOUD LAYERS: Stated in ascending order of height

VISIBILITY: In statute miles, but omitted if over 8 miles

SURFACE WIND: In tens of degrees and knots; omitted when less than 10

EXAMPLE OF TERMINAL FORECASTS

C1500 Ceiling 1500', broken clouds

O11/20G Clear, visibility one and one-half miles, ground fog

CSX1/4S+ Sky obscured, vertical visibility 500 ft.
visibility one-fourth mile, heavy snow

20DC70@6K 3230G Scattered clouds at 2000',
ceiling 7000' overcast. Visibility
6 miles, smoke, surface wind
320 degrees 30 knots, gusty

AREA FORECASTS are 12-hour forecasts plus 12-hour OUTLOOKS (18-hour outlook in FA valid at 1300Z) of cloud, weather and frontal conditions for an area the size of several states. Heights of cloud tops, icing, and turbulence are ABOVE SEA LEVEL (ASL); ceiling heights, ABOVE GROUND LEVEL (AGL); bases of cloud layers are ASL unless indicated. Area Forecasts are amended by SIGMET's or AIRMET's.

SIGMET or AIRMET warns airmen in flight of potentially hazardous weather such as squall lines, thunderstorms, fog, icing, and turbulence. SIGMET concerns severe and extreme conditions of importance to all aircraft. AIRMET concerns less severe conditions which may be hazardous to some aircraft or to relatively inexperienced pilots. Both are broadcast by FAA on NAVAI voice channels.

WINDS AND TEMPERATURES ALOFT (FD) FORECASTS are computer prepared forecasts of wind direction (nearest 10° true N) and speed (knots) for selected flight levels. Temperatures are forecast for all levels shown except that no forecasts are issued for the 3000 ft. level or other levels within 2500 feet of a station's elevation.

EXAMPLES OF WINDS AND TEMPERATURES ALOFT (FD) FORECASTS:

FD W8C 121743

BASED ON 121200Z DATA

VALID 130000Z FOR USE 1800-0300Z. TEMPS NEG ABV 24000

FT 3800 6000 7000 12000 18000 24000 30000 34000 39000

BOS 3127 3425-07 3420-11 3421-16 3516-27 3512-38 311649 292451 283451
JFK 3026 3327-08 3324-12 3322-16 3120-27 2923-38 284248 285150 285749

At 6000 feet ASL over JFK wind from 330° at 27 knots and temperature minus 8° C.

PILOTS ... report in-flight weather to nearest FSS

DB Cooper-35325

U.S. DEPARTMENT OF COMMERCE • ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION • WEATHER BUREAU • Washington, D.C. • Revised MAY 1970

GPO: 1970 O - 404-111

For Sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C., 20402 Price 5 cents; \$2.50 per 100

034 SA250300
 OAK 130-012 228/52/50/2904/ 107 1030- OAK-11/34 11/35
 SJC E10007 55/49/3507/E019/ H S-W
 SFO M508 227/52/51/2809/020/105 16//
 HQM SP M14025010R- 135/44/40/2105/993/ 107
 NOW 300E40015 125/44/41/0000/990/205 1400
 AST 160M3407 146/45/41/2006/996 RE45 010 18//
 PKV
 UIL SP M2607RW- 116/42/39/ 1504/987/ 105 15//
 OTH 310M4509005RW-F 193/50/46/2112G20/010/ RB48 114
 CEC 50E7007 224/52/51/1508/019/BINOV C HIR CLDS VSBL PATCHY GF ALQDS/ 210
 ACV SP -X1060M220180011/2FH 227/50/50/1804/019/F6 BINOV C /303
 UKI 35015 234/47/43/0000/021/0V0 217
 BLI M27050010 127/44/40/1810/989/RE32/ 217-BLI-10/1
 SEA 300E50015+RW-- 142/42/37/1710/994/ 103 15//
 BFI 350E80015 44/38/1511/994-BFI-10/7
 PAE 12E500180015+ 43/38/16 12/992-PAE-11/3
 OLM 80M2405RW- 144/41/40/1806/995/RE20B40 108 18//
 TDO 350M47012 155/41/39/1604/998/RE15 210
 PDX 200M34050015RW-- 162/46/42/1304/001/RB35 108 18//PDX-11/39
 11/48
 TTD M 40 @ 10 RW-- / 45/ 42/1703/001/000/R07VV5.0/
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 EPH M703F 156/38/36/2305/996/ 303
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11/48
 24
 8 PM '71

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 EPH SP M1003F 157/38/36/0000/997/CIG RGD
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 RND 012 194/36/28/1006 /009
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 PKV
 SMP
 LWS

11/24/71

FEDERAL BUREAU OF INVESTIGATION
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FOI/PA# 1:16-cv-01790-02

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Page 213 ~ b6; b7C;

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X Deleted Page(s) X
X No Duplication Fee X
X For this Page X
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File No. 164-81 1a (313)

Date Received 4/18/72

From

ADDRESS OF CONTRIBUTOR

BELLEVUE, WASHINGTON

By

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes

☒ No

Receipt given ☐ Yes

☒ No

Description:

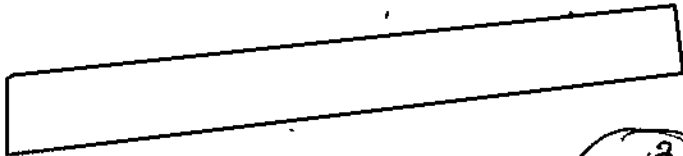
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b6
b7C

b6
b7C

b6
b7C

b6
b7C



164-81-1a (8/3)

b6
b7C

DB Cooper-36325

File No. 164-81- 1a 314

Date Received 8/25/72

From BUTTE
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By [REDACTED]
(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes
☒ No

Receipt given ☐ Yes
☒ No

Description:

(2) COLOR PHOTOGRAPHS
OF [REDACTED]

[REDACTED]

b6
b7C

b6
b7C

b6
b7C

b6
b7C

164-26-1a(17)

ALL
RIGHT
RESERVED

AMSTER



164-81-1a

314

Photo taken 1965-66

DB Cooper-36328

(on right) b6
b7c

164-26-1a(17)

1965
Aug
17

AUG 17 1965



See

164-81-1a

314

photo taken 1965-66

DB Cooper-36330

File No.

164-81-1A-315

Date Received

7/3/72

From

Springfield
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By

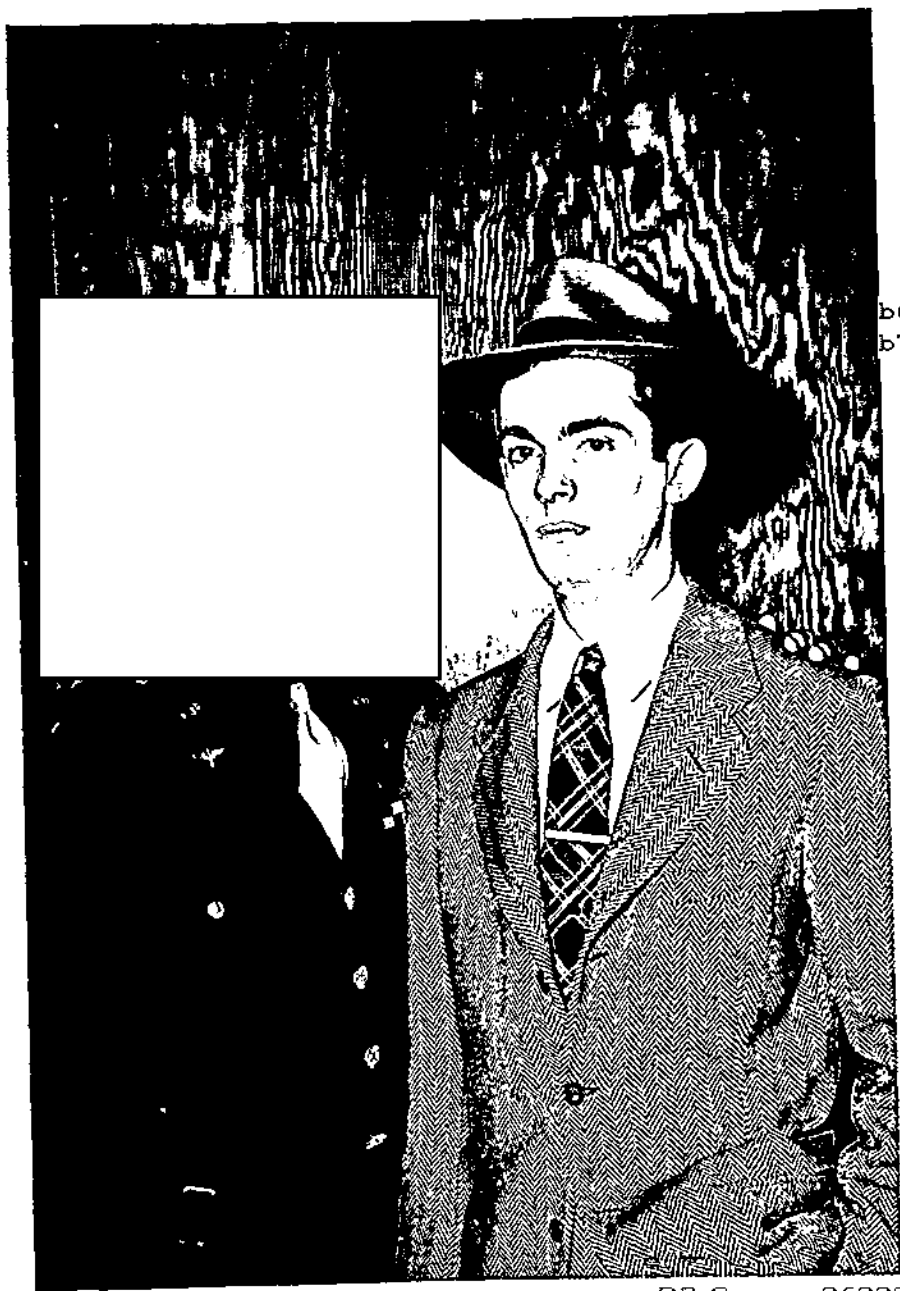
(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes
☒ NoReceipt given ☐ Yes
☒ No

Description:

Photos of
William Carlos
Smyth.

Sub 450



b6
b7c

DB Cooper-36332

(SI 164-31)

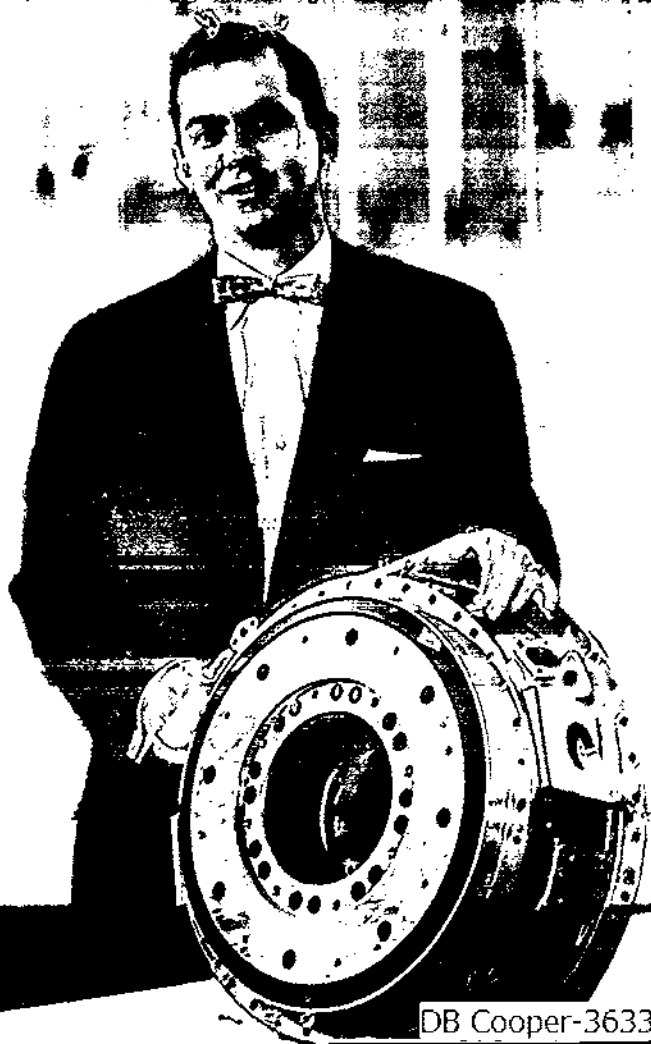
REL
6-29-74

Willard Carlos Twigg pictured on
right. in business suit. photo taken
approx. 1948. other individual in
photo unidentified.

164-81-1A

815

DB Cooper-36333



DB Cooper-36334



DB Cooper-36335

g Slip
Rev. 12-22-69)

☐ Director

Date _____

_____ FILE _____

C _____ Title _____

AC _____

pv. _____

ent _____

_____ RE: _____

no _____

rk _____ ☐ Rotor #: _____

ACTION DESIRED

knowledge ☐ Open Case

sign _____ Reassign _____ ☐ Prepare lead cards

ng file ☐ Prepare tickler

l me ☐ Return assignment card

rect ☐ Return file

adline _____ ☐ Search and return

adline passed ☐ See me

inquent ☐ Serial # _____

continue ☐ Post ☐ Recharge ☐ Return

edite ☐ Send to _____

e ☐ Submit new charge out

information ☐ Submit report by _____

de ☐ Type _____

DB Cooper-36336

SI 164-31

Willard Carlos Twigg

164-81-1A-315

DB Cooper-36337

File No. 164-81-1A (316)Date Received 8/25/72From Acting Director

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By _____

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes
☒ NoReceipt given ☐ Yes
☒ No

Description:

"B" sketch color
photos unsubs
w/ sunglasses +
without.

Ser. 4270 - 11/2/1973

Sub K

164-81-3830

Sub K 2 + HH



BUR 164-2111 SE 164-81

DB Cooper-36339

AUG 23 1972

164-81-1A

316

DB Cooper-36340

AUG 23 1972.

164-81-1A

316

DB Cooper-36342

AUG 23 1972

DB Cooper-36344

164-81-1A (316)

AUG 23 1972

DB Cooper-36346

164-81-1A

316



BUR 164-2111 SE 164-81

DB Cooper-36347

AUG 23 1972

164-81-1A (316) DB Cooper-36348

164-81-1A (316) DB Cooper-36350

406 2.3 1072

164-81-1A (3/6)

DB Cooper-36352

APR 1964

164-81-1A (376)

DB Cooper-36354



BUR 164-2111 SE 164-81 DB Cooper-36355

NOV 30 1972

NOV 10 1972

DB Cooper-36356

164-87-1a (316)

See 11/14

AUG 23 1972

104-81-1A (316)

DB Cooper-36358



BUR 164-2111 SE 164-81

JAN 13 1973 DB Cooper-36359

Ser. 4270

Sub 24 K

1.6 4-81-1a (316)

DB Cooper-36360



BUR 164-2111 SE 164-81 DB Cooper-36361

AUG 23 1972

DB Cooper-36362

164-81-1A

3/6



BUR 164-2111 SE 164-81

NOV 10 1972

DB Cooper-36363

NOV 20 1972

DB Cooper-36364

164-81-1a (316)

Sec. 1114



BUR 164-2111 SE 164-81

DB Cooper-36365

JAN 21 1968

Sec. 4270

Sub 2 & K

DB Cooper-36366

164-81- ja (316)

File No. 164-85 1A (317)

Date Received 8/25/72

From INDIANAPOLIS
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By [REDACTED]
(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes
☒ No

Receipt given ☐ Yes
☒ No

Description:

4 PHOTOGRAPHS OF

[REDACTED]

[REDACTED]

b6
b7C

b6
b7C

b6
b7C

b6
b7C

22-631-4T



b6

b7C

DB Cooper-36369

164-81-1A (317)

164-81-1A I

DB Cooper-36371

164-81-1A (317)

73-1491- J I

DB Cooper-36373

164-81-1A (B17)

164-81-1A (317)

~~TP-144-60~~

DB Cooper-36375

File No.

164-81-1A-319

Date Received

2/22/72

From

Miami

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By

(NAME OF SPECIAL AGENT)

To Be Returned

☐

Yes

☒

No

Receipt given

☐

Yes

☒

No

Description:

Photos of



b6
b7C

b6
b7C

319

164-81-1a

mm 164-552

DB Cooper-36378

File No.

164-81-1a (320)

Date Received

2/19/72

From

Bt

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes☒ NoReceipt given ☐ Yes☒ No

Description:

Photos of



164-81-2323

b6
b7Cb6
b7C

P. D.

BURLEY, IDAHO

ARREST #

b6

b7C

NAME

AKA

COLOR

SEX

DOB

HT.

WT.

HAIR

EYES

FBI

FM

CRIM

b6

b7C

164-81-1a

320

b6

b7C

DB Cooper-36381

b6
b7C

DOB [REDACTED]

POB [REDACTED]

Ht. 5'8"

Wt. 160-165

Hair Brown 164-81-16

Eyes Blue DB Cooper-36383

Compl. Ruddy

Scars & Marks.

b6
b7C

(320)

[REDACTED]
DOB [REDACTED]

POB [REDACTED]

Height 5'8"

b6

Weight 160-165

b7C

Hair Brown

Eyes Blue

Complex. Ruddy

b6

Scars & Marks

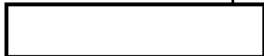
b7C



165-81-1a

320

DB Cooper-36385



b6

b7C

File No.

164-81-10

(321)

Date Received

1/21/72

From

U.S. Marshall's Office

(NAME OF CONTRIBUTOR)

Spokane

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By

(NAME OF SPECIAL AGENT)

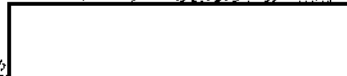
To Be Returned ☐ Yes☒ NoReceipt given ☐ Yes☒ No

Description:

Photos of



See 2204

b6
b7Cb6
b7C

(Title) _____

(File No.) _____

Date Filed		Disposition	
9/12/72	322. Photo of [redacted]	[redacted]	b6 b7C
9/13/72	323. Photo of [redacted] & copy of S.O. Chehalis [redacted]	See [redacted]	
9/15/72	324. Photos & neg of [redacted]	See [redacted]	
9/15/72	325. Wash. Driver's Lic. for [redacted]	See [redacted]	
9/15/72	326. Map of La Center, Wash.	[redacted]	
9/15/72	327. Copy of "Seattle Flag" dated 5/10/72.	See [redacted]	b6 b7C
9/18/72	328. Photos of [redacted] 8/21/6. [redacted]	[redacted]	
10/10/72	329. Photos of [redacted]	[redacted]	
10/10/72	330. Photos of [redacted] [redacted]	[redacted]	
10/11/72	331. Photos of [redacted]	[redacted]	b6 b7C
10/11/72	332. Photos of [redacted] wife [redacted]	[redacted]	
10/11/72	333. Photos of [redacted] aka [redacted]	[redacted]	
10/11/72	334. Photos of [redacted]	[redacted]	
10/11/72	335. Calif DMV Driver's Lic for [redacted]	[redacted]	
10/11/72	336. Photos of [redacted]	[redacted]	
10/12/72	337. Photos of [redacted]	[redacted]	

b6
b7C

164-81-1A

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
SEP 1 1972	
FBI - SEATTLE	

File No. 164-81 1A 322
Date Received 12/8/71
From [REDACTED]
By [REDACTED]
(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes
☒ No

Receipt given ☐ Yes
☒ No

Description:

PHOTO OF [REDACTED]

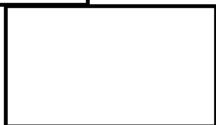
b6
b7C

b6
b7C

b6
b7C

164-8L 1A (322)

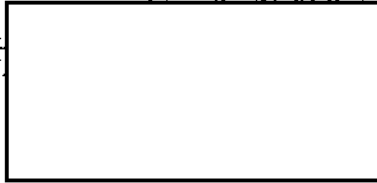
b6
b7C



b6
b7C

164-81



DB Cooper-36392

b6
b7CFile No. 164-81 1A 323b6
b7CDate Received 8/22/72From SEATTLE P.D.
(NAME OF CONTRIBUTOR)Jr

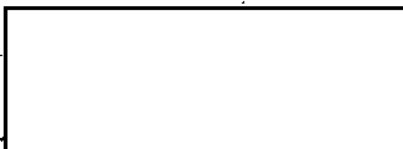
(ADDRESS OF CONTRIBUTOR)

SEATTLE, WASHINGTON
(CITY AND STATE)By 
(NAME OF SPECIAL AGENT)b6
b7CTo Be Returned ☐ Yes
☒ NoReceipt given ☐ Yes
☒ No

Description:

(1) PHOTO OF b6
b7C AND

COPY OF S.O. CHEHALIS

b6
b7C

164-81-1A

323

DB Cooper-36395

b6

b7C

57 Ford P-Up, lt blue

Lic#

b6
b7c

Refer:

LOCATE ADULT

195,

b6
b7c

lt brn, blue, blonde mustache. If located,
advise Sheriff.

SO CHEHALIS

164-81-1a (323)

DB Cooper-36397

File No.

104-81-5472



Date Received

8/16/72

From

Kitsap Co., S.D.

(NAME OF CONTRIBUTOR)

Port Orchard

(ADDRESS OF CONTRIBUTOR)

By

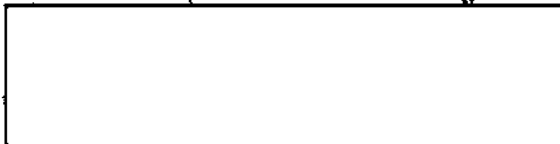


(NT)

To Be Returned ☐ Yes☒ NoReceipt given ☐ Yes☒ No

Description:

2 pix & 1 neg of

b6
b7Cb6
b7Cb6
b7Cb6
b7C

DB Cooper-36400

164-81-1a (324)

DB Cooper-36402

164-81-1a (324)

File No.

164-81-

1a (325)

Date Received

9/15/72

From

DMV

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

OLYMPIA, WASH

(CITY AND STATE)

By

To Be Returned ☐ Yes

☒ No

Receipt given ☐ Yes

☒ No

Description:

WASH DRIVERS LIC

FOR

b6
b7C

b6
b7C

b6
b7C

b6
b7C

164-81-1A (325)

DB Cooper-36405

Sub 406
File No. 164-81-1A (327)
Date Received 5/18/72
From Purchased at News Stand
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By To Be Returned ☒ Yes
☒ NoReceipt given ☒ Yes
☒ No

Description:

Copy of "Seattle Star"
dated 5/18/72
Vol. 1 #5
with story
of D. B. Cooper

b6
b7c

✓ ✓
164-81-1a (327)

DB Cooper-36419



6, 13, 16, 17, 21

SEATTLE FLAG

Vol. 1, No. 5

May 10

25 cents

D.B. COOPER FOUND!



**THE MAN,
THE PLANE,
THE MONEY,
THE INTERVIEW.**

Because

You as a consumer face a near impossible task in alinging what you want in stereo equipment with what is available.

Because

You are given such a limited opportunity when you shop to learn whether a particular unit will fulfill your desires.

Because

So much equipment is doubtful in its reliability—for all these reasons Seattle Stereo Center makes a sincere effort to inform you as accurately and efficiently as we know how with both the positive and negative aspects of each stereo component so you may make the wisest possible choice and receive more satisfaction for your dollars than you can find anywhere else.

This approach of buying wisely requires some patience from both you and us, since we must both communicate long enough for you to understand products quality, benefits, performance, service and the outstanding value of purchasing a sound system from Seattle Stereo Center. When you come in and talk to us we know we can convince you of one thing: we can furnish you better sound for less money and with better service than anyone else.

So, read our ad for information. Let yourself become enthused. Then drop in a Seattle Stereo Center for a truly impressive audition.

Our \$419 System

Our \$419 Advent/Sherwood BSR system: A good buy on a good value.

Many stores that sell stereo equipment feature at least one stereo system that consists of a well-known standard brand of receiver, record changer, and cartridge. The speakers bear a name that is less familiar. What you usually pay for the package is equivalent to the list price of the receiver and the changer. You get the speakers essentially "free."

Does that mean such a package is a good value? In most cases it's not. The reason you pay so little for the speakers is that usually the store pays so little for the speakers. Not a bad idea, if it were possible to get good speakers for next to nothing—but frankly, in our experience, it's not possible. And if you don't get good speakers, it doesn't much matter how good the other components are.

On the other hand, our Advent/Sherwood/BSR system is unquestionably a good value.

The Smaller Advent Loudspeakers has greater frequency response and freedom from distortion than do many far more expensive speakers. It provides the final, lowest octave of base offers by only a handful of the most expensive speakers and not costing near its price of \$72.

The Sherwood 7100 Am/Fm stereo receiver delivers substantially more clean, undistorted power than most receivers in its price class were able to offer as little as a year ago: 25% watts RMS across the entire audio range, at less than 1% distortion (RMS is the most demanding and least flashy of the various power rating methods).

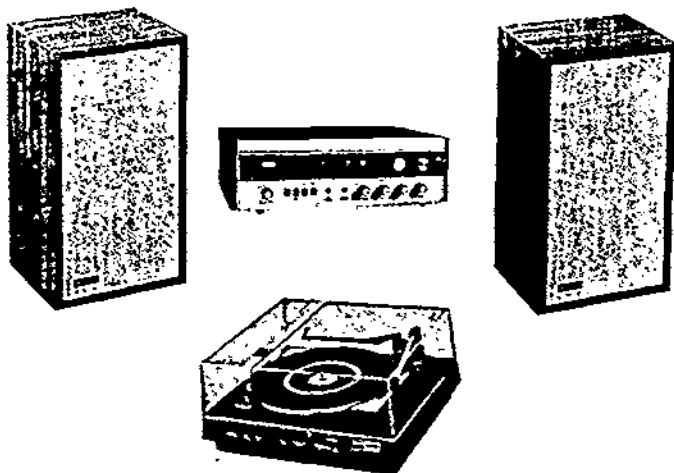
To match the value of the Smaller Advents and the Sherwood receiver, we recommend the BSR automatic turntable with a Shure stereo cartridge. It has a well balanced platter for good speed stability and a quite (synchronous) motor for low wow, flutter and rumble. The Shure cartridge tracks at a record-saving gram.

The total of the regular selling prices of these components is \$464. At that price the system is a good value, because it offers sound performance and reliability worth every penny, given what else you could spend that amount of money on.

But we want our good value system to be a good buy too, so if you buy the complete system from us, we'll charge you \$419. That's a saving of \$45: not a huge saving, but a real one.

So if you have about \$400 to spend a stereo system, we think you can't get a better return on your investment than our Advent/Sherwood/BSR system. Please stop by to see and hear why.

HAVE YOU
CHECKED
SEATTLE
STEREO
CENTER'S
LOW PRICES
ON THESE
SELECTED
ITEMS?



SEATTLE
STEREO
CENTERS...

	List Price	Our Price
1. AR-3A Speaker	\$262.50	\$218.00
2. Dyna Kit SCA35	\$104.95	\$ 87.00
3. Dyna A25 Loudspeaker	\$ 84.95	\$ 59.95
4. KLH Model 6 Speaker	\$141.00	\$109.00
5. ADC 303AX Loudspeaker	\$115.00	\$ 79.95
6. Shure M91ED Cartridge	\$ 54.95	\$ 24.95
7. Shure Stylus for U-1511 (Un-15E)	\$ 27.00	\$ 22.00
8. Koss PRO AA Headphones	\$ 60.00	\$ 45.00

CITY CENTER
2440 1st Ave. South
Seattle, Washington 98134
Phone: 206 624-0366
Across from Sears Main Store
(on 1st South near Lander St.)
10 to 9 Mon., - Fri. 10 to 5 Sat.

UNIVERSITY DISTRICT
4733 Brooklyn Ave. N.E.
Seattle, Washington 98105
Phone: 206 524-6454
Across from the Safeway Grocery
Store Parking Lot
Noon to 9 Mon., - Fri. 11 to 6 Sat.

File No.

164-81-1A

(328)

Date Received

9/18/72

From

L.A.

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

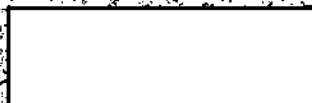
By

(NAME OF SPECIAL AGENT)

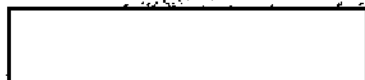
To Be Returned ☐ Yes☒ NoReceipt given ☐ Yes☒ No

Description:

Photos of



Taken 8/21/61



Ser. 3910

b6
b7Cb6
b7C

164-81-1A (328)

DB Cooper-36423



b6

b7C




Photo Studio

b6

AUG 21 1961

b7C



DB Cooper-36427

File No. 164-81-1a(329)Date Received 9/7/72From [REDACTED]
(NAME OF CONTRIBUTOR)DRIVERS LIC / DMV

(ADDRESS OF CONTRIBUTOR)

OLYMPIA, WASH.

(CITY AND STATE)

By [REDACTED]
(NAME OF SPECIAL AGENT)To Be Returned ☐ Yes
☒ NoReceipt given ☐ Yes
☒ No

Description:

PHOTO OF[REDACTED](suspect [REDACTED])164-81-3918
[REDACTED]b6
b7Cb6
b7Cb6
b7C

164-81-1a (329)



b6
b7C

DB Cooper-36430

File No.

164-81-

330

Date Received

9/21/70

From

BOSTON

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes☒ NoReceipt given ☐ Yes☒ No

Description:

8 PHOTOGRAPHS OF
4 DIFF PERS FOR SUBT

164-81-3922

b6
b7Cb6
b7Cb6
b7Cb6
b7C

DB Cooper-36433

164-81-1a (330)

164-81-1a (330) DB Cooper-36435

DB Cooper-36437

164-81-1a (330)

164-81-1a (330) DB Cooper-36439

DB Cooper-36441

164-81-1a (330)

DB Cooper-36443

164-81-1a (330)

DB Cooper-36445

16 V-81-1a (330)

DB Cooper-36447

164-81-1a (330)

DB Cooper-36449

168-81-1a

330

DB Cooper-36451

164-81-1a (330)

164-81-1a (330)

DB Cooper-36453

DB Cooper-36455

164-81-1a

334

DB Cooper-36457"

164-81-1a 330

164-81-1a (330) DB Cooper-36459

164-81-1a

(330)

DB Cooper-36461

DB Cooper-36463

164-81-1a (338)

DB Cooper-36465

164-81-1a-330

DB Cooper-36467

168-81-1a (330)

16F-81-1a
230

DB Cooper-36469

164-81-1a
(930)

DB Cooper-36471

164-81-1a
(330)

DB Cooper-36475

164-81-1a (330)

DB Cooper-36477

164-81-1a-330

DB Cooper-36479

NY-81-1a 830

DB Cooper-36481

168-81-1a (330)

DB Cooper-36483

164-81-1a (330)

DB Cooper-36485

164-81-1a (330)

DB Cooper-36487

164-81-1a (330)

DB Cooper-36489

164-81-1a (330)

DB Cooper-36491

164-81-1a (330)

DB Cooper-36493

..1.6 4-81-1a (330)

DB Cooper-36495

164-81a 1a (330)

File No.

164-81 =

1A (331)

Date Received

9/11/72

From

SPD

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes☒ NoReceipt given ☐ Yes☒ No

Description:

2 SPD PHOTOGRAPHS

OF

b6
b7Cb6
b7Cb6
b7Cb6
b7C

DB Cooper-36498

164-81-1A

331

DB Cooper-36500

164-81-1A

331

File No.

164-81-

1A (332)

Date Received

9/17/72

From

RENTON WASH.

By

(NAME OF SPECIAL AGENT)

ORIGINAL

RETURNED 9/28/72

To Be Returned ☒ YesReceipt given ☒ No

Description:

(2) PHOTOGRAPHS OF

SUSPECT

164-81-1A (332)

45
- 00
15

DB Cooper-36503

164-81-1A (332)

585

DB Cooper-36505

File No.

164-81-

1A (333)

Date Received

9/17/72

From

(ADDRESS OF CONTRIBUTOR)

RENTON, WASH

By

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes☒ NoReceipt given ☐ Yes☒ No

Description:

(1) PHOTOGRAPH OR
UNSUB ALIASb6
b7Cb6
b7Cb6
b7Cb6
b7C

164-81-1A (333)

UNSUB ally

b6
b7C

DB Cooper-36508

File No. 164-81

1a 334

Date Received 9/25/72

From ST LOUIS

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By

(E)

AGENT

To Be Returned ☐ Yes☒ NoReceipt given ☐ Yes☒ No

Description:

(8) COLORED PHOTOGRAPHS

OF

Ser. 3923

b6
b7Cb6
b7Cb6
b7Cb6
b7C

164-81-1a (334)

DB Cooper-36511

164-81-1a (334)

DB Cooper-36513

164-81-1a (334)

164-81-1a (334)

DB Cooper-36517

164-81-1a (334)

DB Cooper-36519

164-81-1a

334

164-81-1a (334)

DB Cooper-36523

164- 81-1a (334)

DB Cooper-36525

File No. 164-81 10 335

Date Received 9/25/72

From S.F. D.U.
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

SAN FRANCISCO CALIF

By
(NAME OF SPECIAL AGENT)To Be Returned ☐ Yes
☒ NoReceipt given ☐ Yes
☒ No

Description:

CALIF. DMV DRIVERS
LICENSE FOR
Ser. 3936Ab6
b7Cb6
b7Cb6
b7Cb6
b7C

164-81-1a

(335)

POLAROID

A258107N

DB Cooper-36528

File No. 164-81

1 a

336

Date Received 9/29/72

From ALBUQUERQUE

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By

To Be Returned ☐ Yes☒ NoReceipt given ☐ Yes☒ No

Description:

1 PHOTOGRAPH OF

Ser. 3944

b6
b7Cb6
b7Cb6
b7Cb6
b7C

b6
b7C

[redacted]
[redacted] New Mex. [redacted]

DOB
i-

[redacted]

DB Cooper-36531

1/6 4-81-10

336

File No.

104-81-1A

337

b6
b7C

(ADDRESS OF CONTRIBUTOR)

Management Unit

b6
b7C

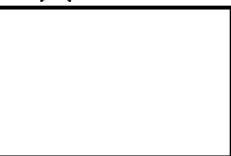
To Be Returned ☐ Yes
☒ No

Receipt given ☐ Yes
☒ No

Description:

1- Photo of

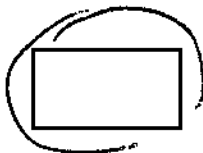
b6
b7C



See



b6
b7C



b6

b7C

DB Cooper-36534

164-81-16 (337)

FEDERAL BUREAU OF INVESTIGATION
FOI/PA
DELETED PAGE INFORMATION SHEET
FOI/PA# 1:16-cv-01790-02

Total Deleted Page(s) = 74

Page 6 ~ b6; b7C;
Page 13 ~ Duplicate;
Page 23 ~ b6; b7C;
Page 29 ~ b6; b7C;
Page 32 ~ b6; b7C;
Page 35 ~ b6; b7C;
Page 41 ~ b6; b7C;
Page 42 ~ b6; b7C;
Page 44 ~ b6; b7C;
Page 47 ~ b6; b7C;
Page 51 ~ b6; b7C;
Page 53 ~ b6; b7C;
Page 64 ~ b6; b7C;
Page 73 ~ b6; b7C;
Page 75 ~ b6; b7C;
Page 77 ~ b6; b7C;
Page 79 ~ b6; b7C;
Page 81 ~ Duplicate;
Page 83 ~ Duplicate;
Page 85 ~ b6; b7C;
Page 87 ~ Duplicate;
Page 91 ~ b6; b7C;
Page 93 ~ b6; b7C;
Page 95 ~ b6; b7C;
Page 97 ~ b6; b7C;
Page 100 ~ b6; b7C;
Page 103 ~ b6; b7C;
Page 105 ~ b6; b7C;
Page 108 ~ b6; b7C;
Page 112 ~ b6; b7C;
Page 118 ~ b6; b7C;
Page 120 ~ b6; b7C;
Page 126 ~ b6; b7C;
Page 127 ~ b6; b7C;
Page 129 ~ b6; b7C;
Page 131 ~ b6; b7C;
Page 133 ~ b6; b7C;
Page 135 ~ b6; b7C;
Page 137 ~ b6; b7C;
Page 140 ~ b6; b7C;
Page 149 ~ b6; b7C;
Page 153 ~ b6; b7C;
Page 155 ~ Duplicate;
Page 157 ~ Duplicate;
Page 159 ~ Duplicate;
Page 161 ~ b6; b7C;
Page 163 ~ Duplicate;
Page 165 ~ Duplicate;
Page 167 ~ Duplicate;
Page 169 ~ b6; b7C;
Page 171 ~ b6; b7C;
Page 173 ~ b6; b7C;
Page 175 ~ b6; b7C;
Page 177 ~ b6; b7C;
Page 179 ~ b6; b7C;
Page 181 ~ b6; b7C;
Page 183 ~ b6; b7C;
Page 185 ~ b6; b7C;
Page 187 ~ b6; b7C;
Page 189 ~ Duplicate;
Page 191 ~ Duplicate;
Page 193 ~ Duplicate;
Page 198 ~ Duplicate;
Page 204 ~ Duplicate;
Page 210 ~ b6; b7C;
Page 213 ~ b6; b7C;
Page 219 ~ b6; b7C;

Page 220 ~ b6; b7C;
Page 222 ~ b6; b7C;
Page 225 ~ b6; b7C;
Page 233 ~ b6; b7C;
Page 237 ~ b6; b7C;
Page 239 ~ b6; b7C;
Page 241 ~ Duplicate;

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X Deleted Page(s) X
X No Duplication Fee X
X For this Page X
XXXXXXXXXXXXXXXXXXXXXXXXX

SEE NEXT VOLUME

(Title)

(File No.)

I
Morgue

0164-81-1a

Date Filed		Disposition
10/20/72	338, Photos of [redacted]	See [redacted]
10/24/72	339. Map of LaCenter (Sheet #14751).	
10/25/72	340, Two Xerox copies of letter & envelope addressed to N.Y. Times, N.Y. 9/19/72	See Sub R
10/27/72	341. Newspaper photo of [redacted]	See [redacted]
10/27/72	342, Copy of [redacted] Calif. Drivers/License. See [redacted]	
11/27/72	343. Copy of map of West Coast of plane. See Sub E + F	
11/1/72	344. Photo of [redacted]	See [redacted]
11/1/72	345. Photo of [redacted]	See [redacted]
11/1/72	346. Photo of [redacted]	See [redacted]
11/2/72	347. Photo of C. Ross Everett Stearns	See Sub 501
11/16/72	348. Photo of [redacted] w/ [redacted] her biographical records on file.	See [redacted]
11/16/72	349. Photo of [redacted]	See [redacted]
11/17/72	350. Photo of [redacted]	See [redacted]

b6
b7Cb6
b7Cb6
b7C

164-81-Sub A

File No.

164-81-1a

338

Date Received

10/18/72

From

Hawater

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes☐ NoReceipt given ☐ Yes☐ No

Description:

Photos of

b6
b7C

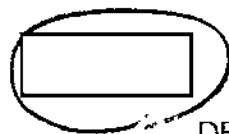
Ser. 4000

b6
b7C

DB Cooper-36537

164-81-1a (938)

b6
b7c



b6
b7c

DB Cooper-36539

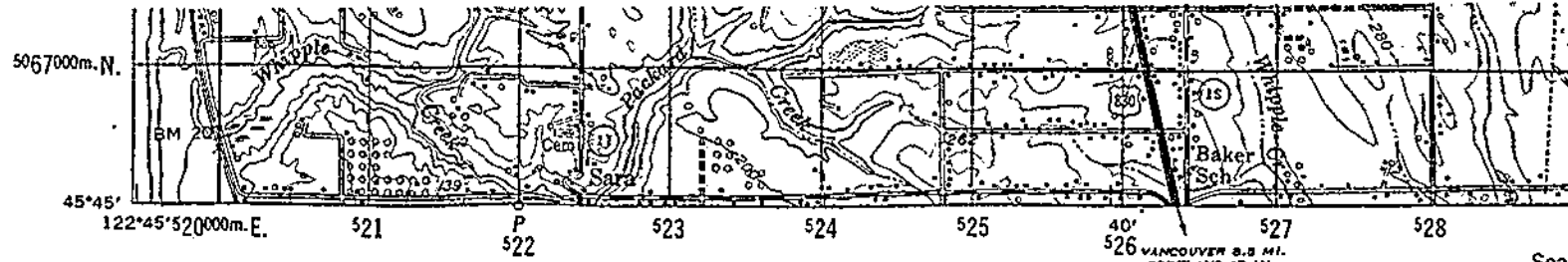
164-81-1a (938)

File No. 164-81-Sub A (339)Date Received 10/24/72From [REDACTED] (CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

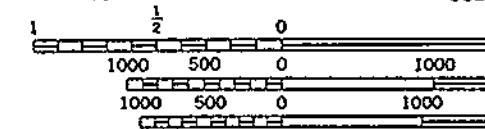
(CITY AND STATE)

By [REDACTED] (NAME OF SPECIAL AGENT)To Be Returned ☐ Yes
☐ NoReceipt given ☐ Yes
☐ NoDescription: Snapshot
La Carter (slut
19751)b6
b7C



V791
Edition 3-AMS

Prepared by the Army Map Service (GE), Corps of Engineers, U.S. Army, Washington, D.C. Copied in 1958 from Washington, 1:62,500, USGS, La Center, 1954. Original map compiled by photogrammetric methods by U.S. Geological Survey, Aerial photography 1951. Coastal hydrography compiled from USC&GS chart 6153, 1952. Horizontal and vertical control by USGS, USC&GS, CE, and Pacific Power and Light Co. This map complies with the national standard map accuracy requirements. Map field checked, 1954. Scale changed, Universal Transverse Mercator Grid added, and marginal data revised, 1958.



CONTOUR II
WITH SUPPLEMENTARY CO
VERTICAL DATUM:

TRANSVERSE MI
HORIZONTAL DATUM:

BLACK NUMBERED LINES INDICATE
MERCATOR

THE LAST THREE DIGITS O

USERS NOTING ERRORS OR OMISSIONS ON THIS MAP ARE
OFFICER, ARMY MAP SERVICE, WASHINGTON, D. C. WA

LEGEND

ROAD DATA 1954

In developed areas, only through roads are classified

Hard surface, heavy duty road, four or more lanes wide	4 LANES or MORE	Improved light duty road, street	—
Hard surface, heavy duty road: Two lanes wide; Three lanes wide	2 or 3 LANES	Unimproved dirt road; Trail	—
Hard surface, medium duty road, four or more lanes wide	4 LANES or MORE	Route markers: Federal; State	85 70
Hard surface, medium duty road: Two lanes wide; Three lanes wide	2 or 3 LANES	Light, lighthouse; Windmill, wind pump	o s
Buildings	Barns, sheds, greenhouses, etc.	Intermittent lake and stream	—
Mines: Open pit; Horizontal shaft; Vertical shaft; Prospect	—	Marsh or swamp; Dam	—
RAILROADS	Single track Multiple track	Large rapids; Large falls	—
Standard gauge	—	Rapids; Falls; Pier	—
Narrow gauge	—	Wrecks: Exposed; Sunken	—
In street	—	Rocks: Sunken; Awash	—
Carline	—	Soundings in feet	—
Spot elevations in feet:		Depth curves in feet	—
Checked	168	Foreshore flat	—
Unchecked	168		—
Woods; Scrub	—	Bench mark, monumented	BM x 792 Limit of danger; Reef
Vineyard; Orchard	—	Bench mark, non-monumented	x 431 Man-made shoreline

GRID ZONE DESIGNATION: 10T	
100,000 M. SQUARE IDENTIFICATION	
EF	
IGNORE the SMALLER figures of any grid number; these are for reading the full coordinates. Use ONLY the LARGER figures of the grid number; example: 5067000	
SAT	1.1 2.1 3.1 4.1 5.1 6.1 7.1 8.1 9.1
SAT	1 2 3 4 5 6 7 8 9

File No. 164-81-Sub A 340Date Received 10/20/72From G. Y.

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By _____

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes☐ NoReceipt given ☐ Yes☐ No

Description:

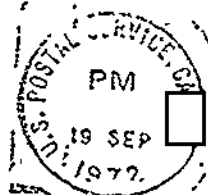
Two Xerox copies
of letter ~~dated~~
& envelope addressed
to N.Y. Times, N.Y.,
9/19/72.

See
Serial 4013
Sub R

164-81-Sub A

340

DB Cooper-36543



New York Times
229 W. 43rd
New York, N.Y.

b6
b7C

DEAR J.ES,

[REDACTED] IS DEAD. "D.B. COOPER" PASSED AWAY ON
SEPT 12th. TOGETHER WE BOTH PLANNED THE MOST SUCCESSFUL
SKYTACKING TO DATE.

WHILE HE WAS ALIVE, [REDACTED] REFUSED TO
LET ME TELL THE PUBLIC THAT HE WASN'T REALLY BAD. HE
DIED WITH THE AMERICAN PEOPLE THINKING HE WAS JUST
ANOTHER 'SKYTACKING TERRORIST.' BUT HE WASN'T.

TO ME, AND THOSE OF YOU WHO KNEW HIM, HE WAS
NOT "A RUTHLESS CRIMINAL". HE WAS A KIND AND GENTLE
HUMAN BEING. HE LOVED LIFE AND EVERYTHING ABOUT IT.
WHEN HE FOUND OUT THAT HE HAD BUT MONTHS TO LIVE,
HE FACED THE NEWS VERY BRAVELY. TALKING DID NO GOOD.
WHAT COULD I SAY? JUST TWO YEARS BEFORE, HE LOST
HIS WIFE AND DAUGHTER. I COULD SENSE A CHANGE
COMING OVER HIM. HE WAS Faced WITH DEATH, BUT SOME-
THING ELSE WAS ON HIS MIND. WHEN HE FIRST TOLD ME
ABOUT THE JOB, I THOUGHT HE WAS JOKING. HE WASN'T.
AFTER ALL, HE HAD NOTHING TO LOSE AND PLENTY TO GAIN.

HOWEVER, MONEY WASN'T THE OBJECT. [REDACTED]

[REDACTED] KNEW THAT HE COULD DEMAND ALMOST ANY AMOUNT
AND HE'D PROBABLY GET IT. IN FACT, WE GAVE ALMOST
\$168,000 OF THE RANSOM MONEY AWAY TO CHARITIES AND
FAMILIES IN NEED. HE PAID OFF ALL OF [REDACTED] HOSPITAL
BILLS AND GAVE [REDACTED] HE TOLD [REDACTED]
WE MADE IT BIG UP IN CANADA LAST YEAR, BUT I'M
SURE [REDACTED] GUESSED THE TRUTH. [REDACTED] NEVER SAID NOTHING
ONE WAY OR THE OTHER. "D.B. COOPER" DIED THINKING
THAT [REDACTED] BELIEVED HIM.

DEAR SIRS,

[REDACTED] IS DEAD. "D.B. COOPER" PASSED AWAY ON
SEPT 12TH. TOGETHER WE BOTH PLANNED THE MOST SUCCESSFUL
SKETCHING TO DATE.

WHILE HE WAS ALIVE, [REDACTED] REFUSED TO
LET ME TELL THE PUBLIC THAT HE WASN'T REALLY BAD. HE
DIED WITH THE AMERICAN PEOPLE THINKING HE WAS JUST
ANOTHER 'SKYJACKING TERRORIST.' BUT HE WASN'T.

TO ME, AND THOSE OF YOU WHO KNEW HIM, HE WAS
NOT "A RUTHLESS CRIMINAL". HE WAS A KIND AND GENTLE
HUMAN BEING. HE LOVED LIFE AND EVERYTHING ABOUT IT.
WHEN HE FOUND OUT THAT HE HAD BUT MONTHS TO LIVE,
HE FACED THE NEWS VERY BRAVELY. TALKING DID NO GOOD.
WHAT COULD I SAY? JUST TWO YEARS BEFORE, HE LOST
HIS WIFE AND DAUGHTER. I COULD SEND A CHANGE
COMING OVER HERE. HE WAS FACED WITH DEATH, BUT SOME-
THING ELSE WAS ON HIS MIND. WHEN HE FIRST TOLD ME
ABOUT THE JOB, I THOUGHT HE WAS JOKING. HE WASN'T.
AFTER ALL, HE HAD NOTHING TO LOSE AND PLENTY TO GAIN.

HOWEVER, MONEY WASN'T THE OBJECT. [REDACTED]

[REDACTED] KNEW THAT HE COULD DEMAND ALMOST ANY AMOUNT
AND HE'D PROBABLY GET IT. IN FACT, WE GAVE ALMOST
\$168,000 OF THE RANSOM MONEY AWAY TO CHARITIES AND
FAMILIES IN NEED. HE PAID OFF ALL OF [REDACTED] HOSPITAL
BILLS AND [REDACTED] HE TOLD [REDACTED]

WE MADE IT BIG UP IN CANADA LAST YEAR, BUT I'M
SURE [REDACTED] GUESSED THE TRUTH. [REDACTED] NEVER SAID NOTHING
ONE WAY OR THE OTHER. "D.B. COOPER" DIED THINKING
THAT [REDACTED] BELIEVED HIM.

EVERYTHING I'VE SAID HERE IS TRUE. I COULD'VE TOLD YOU THAT WE GAVE EVERY BIT OF THE MONEY TO CHARITY, BUT WE DIDN'T. LAST JANUARY WE FLEW TO EUROPE AND AROUND THE WORLD. [REDACTED] WANTED TO SEE THE WORLD BEFORE HE DIED. THAT WAS THE LAST TRIP WE EVER TOOK TOGETHER.

b6
b7C

HIS LAST [REDACTED] DAYS WERE SPENT COMPLETELY BEDRIDDEN. DISEASE KNAWING HIS INSIDES OUT AND PAIN SHOOTING THROUGH HIS BODY, HE NEVER ONCE LOST HIS COURAGE. THE ONLY DAY HE MISSED AN ENTRY IN HIS DIARY WAS THE DAY HE PASSED AWAY. I THINK YOU WILL BE INTERESTED IN HIS LAST WRITTEN WORDS.

... REALLY WEAK TODAY... MOTHER CAME BY THIS MORNING. I LOVE HER... LIFE IS SO IMPORTANT THAT I SHOULD IGNORE DEATH, AND VICE VERSA. ALL MY LIFE I HAVE DENIED DEATH THE ATTENTION HE NOW DEMANDS. BETTER THAT HE TAKE ME, THAN THE LIFE FROM ANYONE ELSE...

EVEN ON THE VERGE OF DEATH, [REDACTED] WAS THINKING OF OTHERS.

b6
b7C

THANK YOU VERY MUCH,

b6
b7C

EVERYTHING I'VE SAID HERE IS TRUE. I COULD'VE
TOLD YOU THAT WE GAVE EVERY BIT OF THE MONEY TO
CHARITY, BUT WE DIDN'T. LAST JANUARY WE FLEW TO
EUROPE AND AROUND THE WORLD. [REDACTED] WANTED
TO SEE THE WORLD BEFORE HE DIED. THAT WAS THE LAST
TRIP WE EVER TOOK TOGETHER.

b6
b7C

HIS LAST [REDACTED] DAYS WERE SPENT COMPLETELY BEDRIDDEN.
DISEASE KNOWING HIS INSIDES OUT AND PAIN SHOOTING THROUGH
HIS BODY, HE NEVER ONCE LOST HIS COURAGE. THE ONLY DAY
HE MISSED AN ENTRY IN HIS DIARY WAS THE DAY HE PASSED
AWAY. I THINK YOU WILL BE INTERESTED IN HIS LAST
WRITTEN WORDS.

.... REALLY WEAK TODAY.... MOTHER CAME BY THIS
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SHOULD IGNORE DEATH, NOT VICE VERSA. ALL MY LIFE I
HAVE DENIED DEATH THE ATTENTION HE NOW DEMANDS.
BETTER THAT HE TAKE ME, THAN THE LIFE FROM ANYONE
ELSE....

EVEN ON THE VERGE OF DEATH, [REDACTED] WAS
THINKING OF OTHERS.

b6
b7C

THANK YOU VERY MUCH,

[REDACTED]

b6
b7C

File No. 164-81-1a (341)Date Received 10/24/72From SACRAMENTO
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By b6
b7C
(NAME OF SPECIAL AGENT)To Be Returned ☐ Yes
☒ NoReceipt given ☐ Yes
☒ No

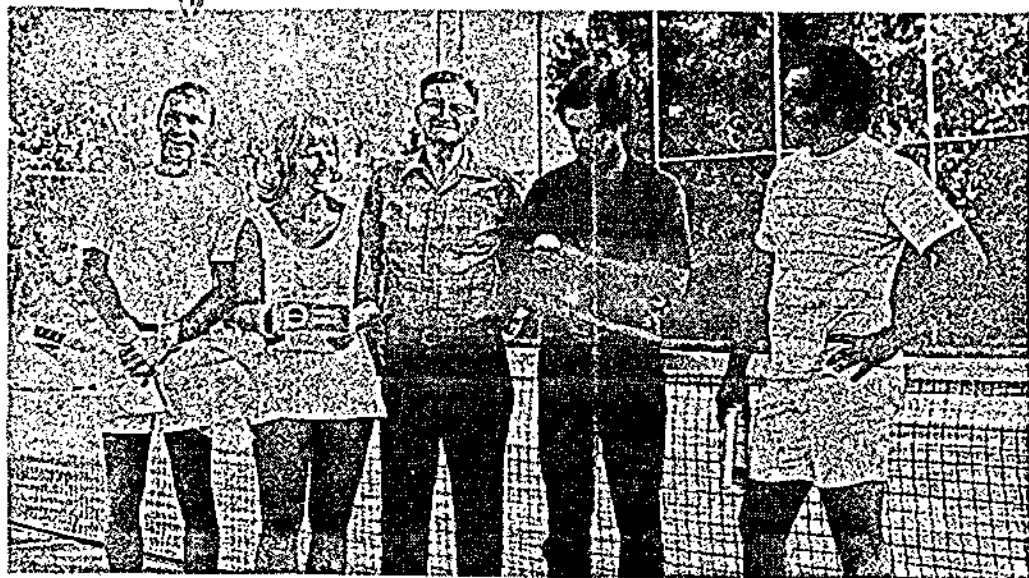
Description:

ONE NEWSPAPER
PHOTOGRAPH OF b6
b7C

164-81-10

341

DB Cooper-36551



Winners in City Tennis Tournament

Recreation Department, ended Sept. 17 with the finals. In men's doubles, Cliff Gherson and Dugan Aguilar defeated Jim and John Bevins, while Jim and Tess Bevins defeated Mike and Marilyn Arsulich in the mixed doubles. In the singles, it was Tess Bevins over Leah Brown and Jim Bevins

over Dugan Aguilar. A bigger tennis tourney is planned for early next summer. Tourney seeder and adviser was Jack Curtis. Prizes, presented to the winners by Mayor Ivor Lanigar, were donated by Eagle Thrifty, Tinkers to Teens, Long's Shoe Store, Jack Roberts Sportsman and The Bootery. Pictured from left, are Jim Bevins, Tess Bevins, Mayor Ivor Lanigar, Cliff Gherson and Dugan Aguilar. (Photo by Virginia Chapman).

DB Cooper-36552

SC - 164-50

Bragg, Mendocino, Albion, Gualala, Greenwood (later renamed Elk) and Little River. They mushroomed to help sate the growing demand for wood from the gigantic trees which predate Christ — for wood which was fire resistant, a virtue especially prized in San Francisco, where fires so devastated the city. Some redwood trees could furnish enough lumber to build 20 five-room houses.

The coast is the wandering ground for the ghosts of ships and of old brave captains and crewmen who lost their lives in their small schooners engaging in the hazardous occupation of maneuvering their craft into small, wind and wave-swept coves, avoiding reefs and taking on heavy loads of lumber. Fires at sea, collisions, shifting cargoes, storms, fog, rocks and tides also logged their roll call of death.

Now, soft tourists bait their hooks in chartered boats (or have them baited for them) in calm seas, or cast from safe beaches, or tremble at the fury of the storms, or enjoy the Westport Union Landing State Beach, an undeveloped, 32-acre sea frontage site. Tourist roistering cannot reach the roaring crescendo of the lumber towns when the seamen and lumbermen clicked their mugs and brawled on naked floors.

ARRIVES

DB Cooper-36553

arts Today Ends S

File No. 164-81-1a (342)Date Received 10/24/74From SACRAMENTO
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By [REDACTED] b6
b7C
(NAME OF SPECIAL AGENT)To Be Returned ☐ Yes
☒ NoReceipt given ☐ Yes
☒ No

Description:

COPY OF

[REDACTED]

LICENSE

[REDACTED]

CALIF. DRIVERS

b6
b7C

State of California
DEPARTMENT OF MOTOR VEHICLES
Division of Drivers Licenses

Whereby certify that the document to which this is affixed
is a true photographic copy of the original in Department
of Motor Vehicle File No. [redacted]

Date 10-2-72 Signed [redacted]

In accordance with Section 1813 C.V.C., the above officer of
this Division of Drivers Licenses has been authorized to
prepare under seal and certify copies of records of this
Division.



E. Keith P. 7

Division of Drivers Licenses

SC 164-50

DB Cooper-36556

164-81-10 (342)

b6
b7C

File No. 164-81-1a (343)Date Received 10/20/72From

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes
☐ NoReceipt given ☐ Yes
☐ No

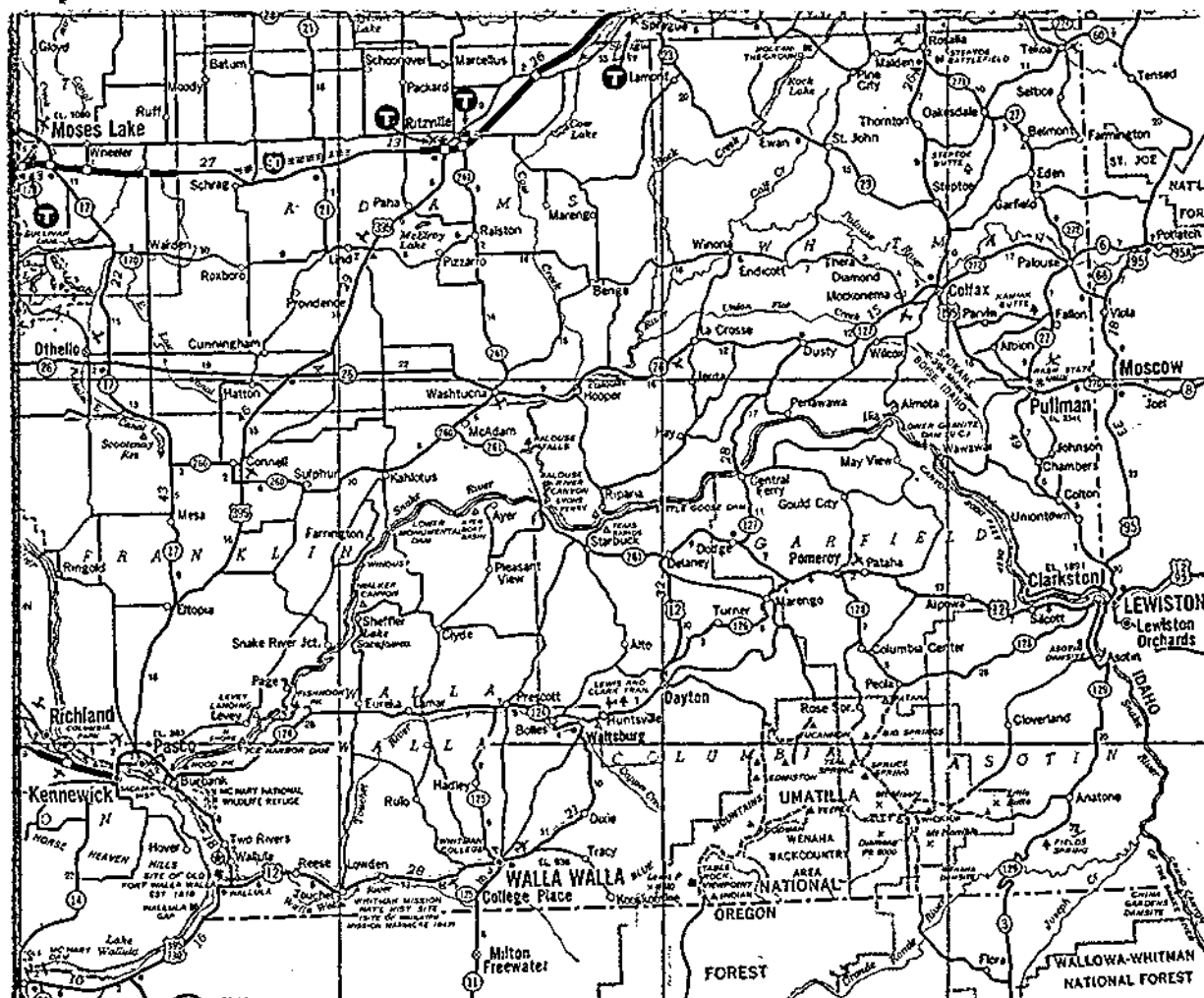
Description:

Copy of map
of Wash. flight
of plane.

See Serial 4023

Sub E & F

b6
b7c



INTERSTATE HIGHWAYS

PRINCIPAL ROUTES: Red, white and blue signs with 1 or 2-digit numbers. East-west routes have even numbers. North-south routes have odd numbers.

LOOP OR BELT ROUTES: These circle or bypass cities. "3-digit numbers, first number even.

BUSINESS ROUTES: Green signs. These mark routes from principal, loop or belt highways, to or through cities.

This map shows Interstate Highways with these symbols:

How to read your map of WASHINGTON

SCALE OF MILES
0 5 10 20 30
ONE INCH EQUALS APPROXIMATELY 37.3 MILES

HIGHWAY MARKERS

INTERSTATE UNITED STATES STATE AND PROVINCIAL TRANS-CANADA

ROAD CLASSIFICATIONS

CONTROLLED ACCESS HIGHWAYS (Entrance and Exit only at interchanges)

OTHER DIVIDED HIGHWAYS

PRINCIPAL THROUGH HIGHWAYS

OTHER THROUGH HIGHWAYS

CONNECTING HIGHWAYS

LOCAL ROADS In unfamiliar areas include locally before using these roads

Divided Undivided

Interchanges

Paved Gravel

Dirt

MILEAGES

MILEAGE BETWEEN TOWNS AND JUNCTIONS MILEAGE BETWEEN DOTS

LONG DISTANCE MILEAGES SHOWN IN RED

SPECIAL FEATURES

STATE PARKS Wenatchee Camanche

RECREATION AREAS Wenatchee Camanche

PORTS OF ENTRY Open 24 Hours Show Local

MAJOR MTL. ROADS CLOSED IN WINTER

POPULATION SYMBOLS

State Capital 2,500 to 5,000 25,000 to 50,000

Under 1,000 5,000 to 10,000 50,000 to 100,000

1,000 to 2,500 10,000 to 25,000 100,000 and over

POINTS OF INTEREST

SCHEDULED AIRLINE STOPS

MILITARY AIRPORTS

OTHER AIRPORTS

SAB AREAS

SELECTED REST AREAS

TOURIST INFORMATION

This entire map area is included in the Pacific Standard Time Zone

THE H. M. GOUSHA COMPANY All Rights Reserved 1970 Edition

164-81-1a (343)

DB Cooper-36559

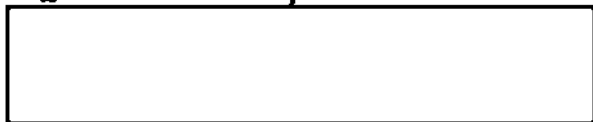
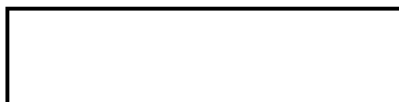
File No. 164-81-1a (344)Date Received 12/28/77From  b6
b7C
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By _____
(NAME OF SPECIAL AGENT)To Be Returned ☐ Yes
☒ NoReceipt given ☐ Yes
☒ No

Description:

Photo ofb6
b7C*See Serial 4032*b6
b7C

DB Cooper-36562

164-81-1a (344)

164-81-1a

(344)

File No.

164-81-1a (845)

Date Received

10/8/72

From

L. A.
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By

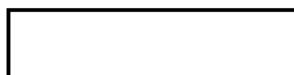
(NAME OF SPECIAL AGENT)To Be Returned ☐ Yes☐ NoReceipt given ☐ Yes☐ No

Description:

Photo of

b6
b7C

See

b6
b7C

See Ser. 4033

b6
b7C

SHERIFFS DEPT.
IDENTIFICATION DIV.
P. O. BOX 32
SAN LUIS OBISPO,
CALIF. 93401

DB Cooper-36565

b6
b7C

345

164-81-1a

File No.

164-81-1a

(346)

Date Received

10/28/72

From

L. A.

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By

(NAME OF SPECIAL AGENT)

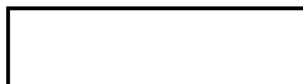
To Be Returned ☐ Yes☐ NoReceipt given ☐ Yes☐ No

Description:

Phot 7

b6
b7C

See

b6
b7C

See Ser. 4033

b6
b7c

164-81-1a
346

SHERIFFS DEPT.
IDENTIFICATION DIV.
P. O. BOX 32
SAN LUIS OBISPO,
CALIF. 93401

b6
b7c

DB Cooper-36568

File No.

164-81-1a

347

Date Received

10/28/72

From

San Diego

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes☐ NoReceipt given ☐ Yes☐ No

Description:

Photo of
@ Las. E. Meuth
Levine.

See Serial 4039

See Sub 521



IMPERIAL COUNTY
SHERIFF'S OFFICE
EL CENTRO CALIF
111239142 '69



IMPERIAL COUNTY
SHERIFF'S OFFICE
EL CENTRO CALIF
111239142 '69

DB Cooper-36570

SD
164-91

Charles Everett Divine

6'10"

150

Blue Brown

DOB 6/4/20 at Nysga, Alabama

DB Cooper-36571

164-81-1a (347)

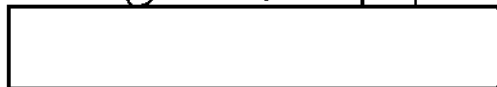
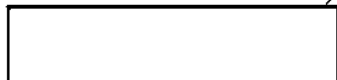
File No. 164-81-Sub A 348Date Received 11/10/72From Sacramento
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By _____
(NAME OF SPECIAL AGENT)To Be Returned ☐ Yes
☐ NoReceipt given ☐ Yes
☐ No

Description:

Photo ofb6
b7Corhis biographical
sketch on back.See Ser. 4089b6
b7C

DB Cooper-36572

1a 349

File No.

164-81

b6

Date Received

11/13/72

b7C

From

SAN ANTONIO

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By

(NAME OF SPECIAL AGENT)

b6

b7C

To Be Returned ☐ Yes☒ NoReceipt given ☐ Yes☒ No

Description:

(1) PHOTO OF

b6

b7C

Ser. 4090

b6

b7C

DB Cooper-36575

b6
b7c

DB Cooper-36577

164-81-1a

349

File No.

164-81

1a [redacted]

b6

b7C

Date Received

11/9/72

From

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

b6

b7C

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes☒ NoReceipt given ☐ Yes☒ No

Description:

KCSO PHOTO OF

b6

b7C

Ser. 4094

b6

b7C

DB Cooper-36578

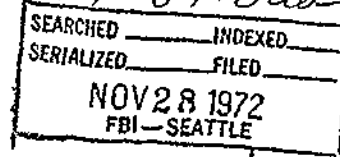
b6
b7C

DB Cooper-36580

164-81-1a (350)

(Title) NORJACK(File No.) 164-81-Sub A

Date Filed	Disposition
12/1/72	351. Artist composit of [redacted] See [redacted]
12/1/72	352. Copy of Neal Sundberg's Calif. Drivers Lic. See Sub. 445
12/7/72	353. Photos of <i>Budlon E. Green</i> See [redacted] <i>544</i>
12/7/72	354. Photo of [redacted] taken 7/20/72 See [redacted]
12/8/72	355. Drivers Lic. photo of [redacted] taken 6/72. See [redacted]
12/8/72	356. Photo of [redacted] taken 10/24/72. See [redacted]
12/8/72	357. Photo Calif. Drivers Lic. of <i>John</i> <i>Griff</i> See [redacted] <i>On arrival Kippner</i>
12/19/72	358. Photo of [redacted] See [redacted]
12/20/72	359. Copies of photos & neg showing [redacted] (circled). See [redacted]
12/20/72	360. Photo of [redacted] See [redacted]
12/20/72	361. Photo of [redacted] See [redacted]
12/29/72	362. Photo of [redacted] See [redacted]

b6
b7Cb6
b7Cb6
b7Cb6
b7C

File No. 164-81 SUBA 351 b6
b7C
Date Received 11/29/72
From b6
b7C
(ADDRESS OF CONTRIBUTOR)

By b6
b7C

To Be Returned ☐ Yes
☒ No

Receipt given ☐ Yes
☒ No

Description:

ARTIST COMPOSIT OF

b6
b7C

See

b6
b7C

~~SE: 149 382 1A①~~

SE 164-81-1a (351)

~~149 3.82-113~~ ⑤

164-81-1a (351)

File No. 164-81-Sub 445 ^{1a} 352
 Date Received 11/27/72
 From SACRAMENTO
 (NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)
SACRAMENTO CALIF.
 (CITY AND STATE)

By



b6
b7C

To Be Returned ☐ Yes
☒ No

Receipt given ☐ Yes
☒ No

Description:

(1) COPY OF NRAL
 SWENBERG'S CALIF
 DRIVER'S LICENSE.

Sub Sub 445

RECORD CROSS REFERENCE COPY OF DRIVER LICENSE
OR IDENTIFICATION CARD APPLICATION ON FILE WITH
CALIFORNIA DEPARTMENT OF MOTOR VEHICLES
FOR DMV OR LAW ENFORCEMENT USE ONLY

A11699
Neal Rodney Sundberg
1931 Diamond St #4
San Francisco, Cal 94131



SEX	HAIR	EYES	HEIGHT	WEIGHT	DOB	PRE LIC EXP
M	Brn	Blu	6-0	160	Mar	70
BIRTH			DMV USE ONLY			
11-29-31			38			
<small>SEE OVER FOR ANY OTHER CONDITIONS</small>						
<small>MUST WEAR CORRECTIVE LENSES</small> <input checked="" type="checkbox"/>						
<i>Neal R. Sundberg</i>						
DATE			mm			
11-18-79			SnF			

DB Cooper-36588

1 2 9 6 0 2 8

DB Cooper-36589

952

164-81-10

File No. 164-81 - 1a Sub 353
Date Received 12/4/72
From MINNEAPOLIS
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By _____

To Be Returned ☐ Yes
☒ No

Receipt given ☐ Yes
☒ No

Description:

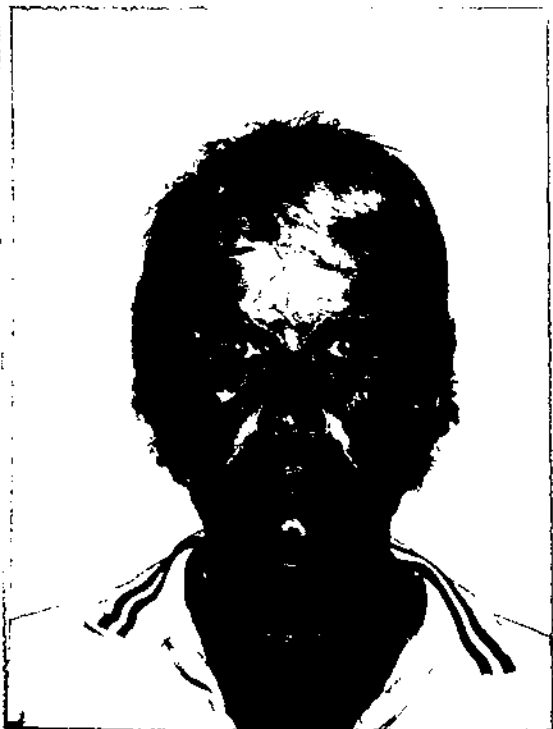
(2) PHOTO'S OF BRADLEY
E. AYERS

DB Cooper-36590

See Ser. 4165

b6
b7C

Sub 547



DB Cooper-36591

164-73 mp

Bradley C. AYERS

58½

150



b6

b7C

Sub 544

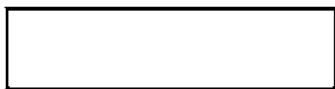
164-81-1a (353)

164-73 mp

Bradley C. AYERS

58½

150



b6

b7C

Sub 544

DB Cooper-36592

164-81-1a (353)

File No.

164-81-1a

354

Date Received

10/18/72

From

b6

b7C

(NAME OF CONTRIBUTOR)

DRIVERS LIC / DMV

(ADDRESS OF CONTRIBUTOR)

OLYMPIA, WA

(CITY AND STATE)

By

R.H. Wick

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes☒ NoReceipt given ☐ Yes☒ No

Description:

PHOTO OF;

taken 7/20/72

b6

b7C

sent PO 12/5/72 - sh

See

Serial 4174

b6

b7C

DB Cooper-36593

File No. 164-81-1a 355Date Received 12/4/72From b6
b7C

(NAME OF CONTRIBUTOR)

Drivers Lic/DMV

(ADDRESS OF CONTRIBUTOR)

Olympia, Wa.

(CITY AND STATE)

By R. H. Wick

(NAME OF SPECIAL AGENT)

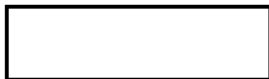
To Be Returned ☒ Yes☒ NoReceipt given ☐ Yes☒ No

Description:

Drivers Lic. photo ofb6
b7Ctaken 6/72b6
b7C

b6
b7c

164-81-1a (355)



DB Cooper-36596

File No. 164-81-1a (356)Date Received 11/22/72From [REDACTED] b6 b7C

(NAME OF CONTRIBUTOR)

DRIVERS Lic / DMV

(ADDRESS OF CONTRIBUTOR)

OLYMPIA, WASH

(CITY AND STATE)

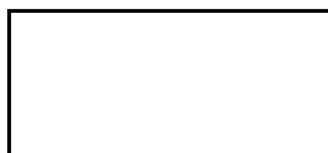
By R. A. Wick

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes☒ NoReceipt given ☐ Yes☒ No

Description:

Photo of

b6
b7C

taken 10/24/72

See

b6
b7C

See Ser. 4/8/

File—Serial Charge Out

FD-5 (Rev. 6-17-70)

GPO : 1972 O - 474-801

File 164-81 _____
 Class. _____ Case No. _____ Last Serial _____ Date _____

☐ Pending

☐ Closed

Serial No. _____ Description of Serial _____ Date Charged _____

1a (356) photo 8/31/73

_____ _____ b6
 _____ b7C

RECHARGE

Date _____

To _____ From _____

Initials of Clerk {

Date {

Date Charged _____

Employee _____

Location _____

DB Cooper-36598

File No. 164-81- 1a 357 b6
b7CDate Received 12/7/72From SACRAMENTO
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By b6
b7C
(NAME OF SPECIAL AGENT)To Be Returned ☐ Yes
☒ NoReceipt given ☐ Yes
☒ No

Description:

(1) copy of MILO JAMES
KIPPEN'S CALIF DRIVERS
LIC

b6
b7C

DB Cooper-36599

RECORD CROSS REFERENCE COPY OF DRIVER LICENSE
OR IDENTIFICATION CARD APPLICATION ON FILE WITH
CALIFORNIA DEPARTMENT OF MOTOR VEHICLES

FOR DMV OR LAW ENFORCEMENT USE ONLY

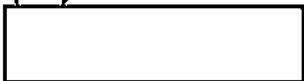
J724815

Milo James Kippen
3033 S Pacific Apt 1
San Pedro Cal 90731

SEX	HAIR	EYES	HEIGHT	WEIGHT	DOB	PRE LIC EXP
M	Blk	Brn	5-10	185	Mar	Cal
DATE OF BIRTH			AGE	DMV USE ONLY		
3-15-42			28			
CLASS						
ADDRESS						
CLASS 3. 3 AXLE HOUSE CAR AND ALL 2 AXLE VEH EXCEPT BUS OR 2 CLASS 3. WHEEL MOTORCYCLE, MAY TOW VEH. UNDER 6000 LBS. GROSS.						
SEE OVER FOR ANY OTHER CONDITIONS						MUST WEAR CORRECTIVE LENSES <input type="checkbox"/>
<i>Milo James Kippen</i>						
10-2/10		Snr		ds		
DATE		F.O.		C.O.		



16 4 8 1 9 1 2 3 (357)



b6
b7C

File No. 164-P1-1a 358Date Received 12/7/72From LL SPD
(ADDRESS OF CONTRIBUTOR)Seattle Wash.
(CITY AND STATE)By
(NAME OF SPECIAL AGENT)To Be Returned ☐ Yes
☒ NoReceipt given ☐ Yes
☒ No

Description:

Photos ofSer. 4188b6
b7Cb6
b7Cb6
b7C



b6
b7C

D207B2B22

POLAROID



b6
b7C

164- 81-1a

358


DB Cooper-36604



b6
b7C

020792922

POLAROID, . .



DB Cooper-36606

b6
b7C

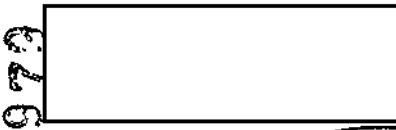
164-81-1a

358



b6
b7C

DB Cooper-36608



164-81-1a

358

b6
b7C



b6
b7C

164-81-10358

DB Cooper-36610



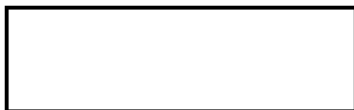
b6
b7C

164-81-10358



b6
b7C

DB Cooper-36612



b6
b7C

626
979

164-81-1a

358

b6
b7C

b6
b7C

DB Cooper-36614

358

764-FI-1a

b6
b7C

b6
b7C

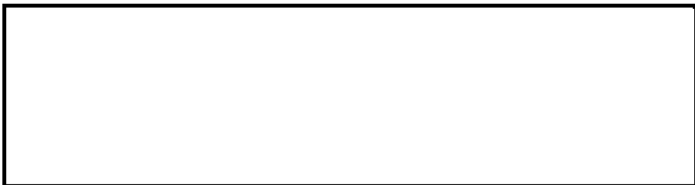
DB Cooper-36616

626
972

164-81-1a

358

b6
b7C



b6
b7C

629

DB Cooper-36618

358

164-81-5a

File No.

164-81-1a (359)

Date

12/14/72

From

b6
b7C

(ADDRESS OF CONTRIBUTOR)

Whitford R C Canada

By

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes☒ NoReceipt given ☐ Yes☒ No

Description:

Four copies of photos &
3 negatives showing

(circled),

b6
b7C

Serial 4204

b6
b7C

DB Cooper-36619

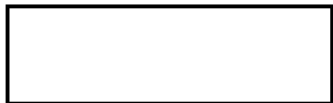
164-81-1a

359

b6
b7c

DB Cooper-36621

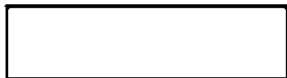
164-81-1a (359)



b6
b7c

164-81-1a

359



b6
b7c

DB Cooper-36625

164-81-1a (359)



b6
b7c

File No. 164-81-1A (360)Date Received 12/19/72From KANSAS CITY
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By [REDACTED] [REDACTED] [REDACTED]
AGENT) b6 b7CTo Be Returned ☐ Yes
☒ NoReceipt given ☐ Yes
☒ No

Description:

(1) PHOTOGRAPH OF

[REDACTED] b6 b7C

DB Cooper-36628

See Ser. 4207

See [REDACTED]

b6 b7C

b6
b7C

DB Cooper-36630

See

b6
b7C

164-81-1a

340

File No.

164-81-10 (361)

Date Received

12/19/72

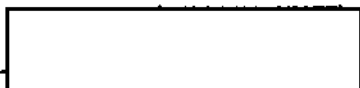
From

NEW YORK

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By



b6

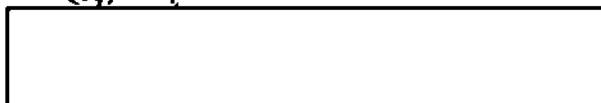
b7C

NT)

To Be Returned ☐ Yes☒ NoReceipt given ☐ Yes☒ No

Description:

(4) PHOTOGRAPHS OF



b6

b7C

See Ser. 4/207

See



b6

b7C

DB Cooper-36631



b6
b7C

164-81-1a (361)

24179-412-1A 302

164-81-1a (361)

DB Cooper-36633

164-81-1a (867)

b6
b7C

[Redacted]

NY 179-512-1A 36

(038)-01-18-491

DB Cooper-36635

NY 179-412-1A 30

File No. 164-81 1a (362)

Date Received 12/26/72

From NORFOLK
(NAME OF CONTRIBUTOR)

b6

b7C

(ADDRESS OF CONTRIBUTOR)

By [Redacted] (TE)
(NAME OF SPECIAL AGENT)

b6

b7C

To Be Returned ☐ Yes
☒ No

Receipt given ☐ Yes
☒ No

Description:

ONE PHOTOGRAPH OF

[Redacted]

b6

b7C

DB Cooper-36636

Serial 4222

[Redacted]

b6

b7C

[REDACTED]

POSSIBLY IDENT W/ DAN
COOPER.

b6

b7C

NORFOLK 164-41

SEATTLE 164-81

b6

b7C

DB Cooper-36638

[REDACTED]

Also

[REDACTED] b6

b7C

[REDACTED] b7D

[REDACTED] Protect Identity

164-81-1a (362)

(Title) NORJACK

(III)

(File No.) 164-81-Sub A

Date Filed		Disposition
12/29/72	363. Photos of [redacted]	See: [redacted]
12/29/72	364. Photo Raymond Harold Searcy 12/1/71.	See: Sub. 506
12/29/72	365. Photo [redacted] taken 12/8/71.	See: [redacted]
1/9/73	366. [redacted]	See: [redacted]
1/9/73	367. Photo of Chas. Everett Seavine.	See Sub 521
1/9/73	368. Xerox copy photo [redacted]	See [redacted]
1/10/73	369. Photos [redacted]	See [redacted]
1/11/73	370. Photo of [redacted]	See [redacted]
1/11/73	371. Copies Colby Armes, his initials to Schuyler W. Mills.	See Sub 564
1/12/73	372. Photos of [redacted]	See [redacted]
1/12/73	373. Photo of [redacted]	See [redacted]
1/23/73	374. Photo of [redacted]	See [redacted]
1/23/73	375. Photos of Schuyler W. Mills Jr.	See Sub 564

b6
b7Cb6
b7Cb6
b7C

164-81-Sub A

SEARCHED	INDEXED
SERIALIZED	FILED
FBI - SEATTLE	

1a (363)

File No. 164-81 b6
b7C

Date Received 12/26/72

From BUTTE
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By (NAME OF SPECIAL AGENT) b6
b7C

To Be Returned ☐ Yes
☒ No

Receipt given ☐ Yes
☒ No

Description:

(1) PHOTOGRAPH OF

b6
b7C

b6
b7C

See 4223 & 4224

164-26-1a(21)

DB Cooper-36642

IDAHO STATE POLICE

Name

b6

b7C

DOB

HT 6' 1" WT 180

Hair

Bru

Eyes

Hbl

Race

CID# 8-6-70

164-81-1a

photo
(863)

File No. 164-81-1a 364Date Received 12/14/72From [REDACTED] b6
b7CDrivers Licenses / DMV

(ADDRESS OF CONTRIBUTOR)

Olympia, Wash.

(CITY AND STATE)

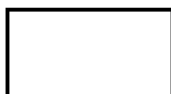
By Robert H. Wick

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes
☒ NoReceipt given ☐ Yes
☒ No

Description:

Photos:

RAYMOND HAROLD SEARCY
12/1/71 (taken)b6
b7C

See Sub 506

Sub 506

DB Cooper-36643

ADULT

SE-AR-CR-H682RD 12-04-73

SEARCY, RAYMOND HAROLD

16612 125 SE

RENTON

WA 98055

REST	SEX	BIRTHDATE	EYES	WEIGHT	HEIGHT
	M	120432	BLU	155	5-11



Raymond Harold Searcy

164-81-1a (364)

Sub 506

DB Cooper-36645

File No.

164-81

b6

b7C

Date Received

12/14/72

From

(NAME OF CONTRIBUTOR)

Drivers Licenses / DMV

(ADDRESS OF CONTRIBUTOR)

Olympia, Wash.

(CITY AND STATE)

By

Robert H. Wick

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes☒ NoReceipt given ☐ Yes☒ No

Description:

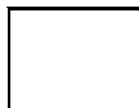
Photo:

taken 12/8/71

b6

b7C

DB Cooper-36646



b6

b7C

1.1
 SIGN out
 forward
 TO
 MR.



File No. 164-81 1a - 366 b6
b7CDate Received 1/5/72From SFO KCSO
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By (NAME OF SPECIAL AGENT) b6
b7CTo Be Returned ☐ Yes
☒ NoReceipt given ☐ Yes
☒ No

Description:

(1) SFO KCSO pictures
of b6
b7C

DB Cooper-36648

See b6
b7C

See

DB Cooper-36650

164-81-1a

366

File No.

164-81-1a

(367)

Date Received

1/3/73

From

Sam Leary

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes☐ NoReceipt given ☐ Yes☐ No

Description:

Photo of Chas.
Levine

Serial 4266

Sub 521

DB Cooper-36651



IMPERIAL COUNTY
SHERIFF'S OFFICE
EL CENTRO, CALIF
11123910-2 '69



IMPERIAL COUNTY
SHERIFF'S OFFICE
EL CENTRO, CALIF
11123910-2 '69

Charles Devine

Sub 521

164-81-1a (367)

~~50-169-91~~ DB Cooper-36653

File No.

164-81-1a

(368)

Date Received

12/29/72

From

PA

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes☐ NoReceipt given ☐ Yes☐ No

Description:

Xerox copy

Photo

b6

b7C

See Ser. 4264

See

b6

b7C

File No.

164-81-Sub

(369)

Date Received

1/8/72


From

PITOVENIX

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By



E)

(NAME OF SPECIAL AGENT)

b6

b7C

To Be Returned ☐ Yes☒ NoReceipt given ☐ Yes☒ No

Description:

(16) PHOTOGRAPHS

(8) OF

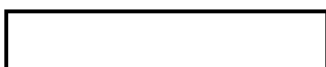
(8) OF



b6

b7C

See Ser. 4285



b6

b7C



164-81-1a

369

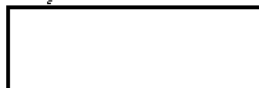
b6
b7C



164-81-1a

369

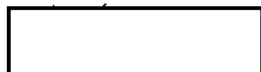
DB Cooper-36659



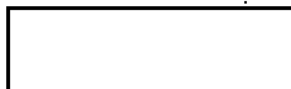
164-81-1a

369

b6
b7C



164-81-1a (369)



b6
b7C

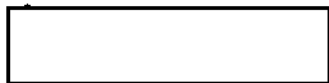
164-81-1a (369)

DB Cooper-36661



164-81-1a (369)

b6
b7C



164-81-1a (369)

DB Cooper-36663



164-81-1a (369)

b6
b7C

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE
WASHINGTON, D. C.

NAME _____

DATE
FBI NO. _____ PHOTO TAKEN _____

F.P.C. _____

CRIME _____

SEX _____ NATIONALITY _____

BIRTH DATE _____ HEIGHT _____

WEIGHT _____ BUILD _____

COMPLEX _____ HAIR _____

HAIR _____

SCARS & MARKS _____

164-81-1a (369)

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE
WASHINGTON, D. C.

NAME _____

DATE
FBI NO. _____ PHOTO TAKEN _____

F.P.C. _____

CRIME _____

SEX _____ NATIONALITY _____

BIRTH DATE _____ HEIGHT _____

WEIGHT _____ BUILD _____

COMPLEX _____ HAIR _____

HAIR _____

SCARS & MARKS _____

164-81-1a (369)

b6
b7c

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE
WASHINGTON, D. C.

NAME _____

DATE
FBI NO. _____ PHOTO TAKEN _____

F.P.C. _____

CRIME _____

SEX _____ NATIONALITY _____

BIRTH DATE _____ HEIGHT _____

WEIGHT _____ BUILD _____

COMPLEX _____ HAIR _____

HAIR _____

SCARS & MARKS _____

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE
WASHINGTON, D. C.

NAME _____

DATE
FBI NO. _____ PHOTO TAKEN _____

F.P.C. _____

CRIME _____

SEX _____ NATIONALITY _____

BIRTH DATE _____ HEIGHT _____

WEIGHT _____ BUILD _____

COMPLEX _____ HAIR _____

HAIR _____

SCARS & MARKS _____

DB Cooper-36665

164-81-1a (369)

b6
b7c

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE
WASHINGTON, D. C.

NAME _____
FBI NO. _____ DATE _____
F.P.C. _____
CRIME _____
SEX _____ NATIONALITY _____
BIRTH DATE _____ HEIGHT _____
WEIGHT _____
COMPLEX _____
HAIR _____ EYES _____
SCARS & MARKS _____

164-81-10 (369)

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE
WASHINGTON, D. C.

NAME _____
FBI NO. _____ DATE _____
F.P.C. _____
CRIME _____
SEX _____ NATIONALITY _____
BIRTH DATE _____ HEIGHT _____
WEIGHT _____
COMPLEX _____
HAIR _____
SCARS _____

164-81-10 (369)

b6
b7C

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE
WASHINGTON, D. C.

NAME _____
FBI NO. _____ DATE _____
F.P.C. _____
CRIME _____
SEX _____ NATIONALITY _____
BIRTH DATE _____ HEIGHT _____
WEIGHT _____
COMPLEX _____
HAIR _____ EYES _____
SCARS & MARKS _____

164-81-10 (369)

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE
WASHINGTON, D. C.

NAME _____
FBI NO. _____ DATE _____
F.P.C. _____
CRIME _____
SEX _____ NATIONALITY _____
BIRTH DATE _____ HEIGHT _____
WEIGHT _____
COMPLEX _____
HAIR _____
SCARS & MARKS _____

DB Cooper-36667

164-81-10 (369)

b6
b7C

File No. 164-81-(a) (370)

Date Received 1/5/73

From ALEXANDRA
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By [Redacted] (NAME OF SPECIAL AGENT) (DATE) b6 b7C

To Be Returned ☐ Yes
☒ No

Receipt given ☐ Yes
☒ No

Description:

PHOTOGRAPH OF

[Redacted]

b6
b7C

See 4292

[Redacted]

b6
b7C

[Redacted]
b6
b7C

DB Cooper-36670

[Redacted]
b6
b7C

164-81-1a (370)
~~164-72-1A~~

File No. 164-81-1a (371)
Date Received 1/8/73
From Sc.
(NAME OF CONTRIBUTOR)
(ADDRESS OF CONTRIBUTOR)
(CITY AND STATE)
By _____
(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes
☒ No

Receipt given ☒ Yes
☐ No

Description:

*Copies Colby -
Driver's lic issued
to Schuyler Wm
Giles.*

Serial 4298

See Sub 564

RECORD CROSS REFERENCE COPY OF DRIVER LICENSE
OR IDENTIFICATION CARD APPLICATION ON FILE WITH
CALIFORNIA DEPARTMENT OF MOTOR VEHICLES
FOR DMV OR LAW ENFORCEMENT USE ONLY

Y330172 Schuyler William Miles P. O. Box 314 Truckee, Cal 95734						
SEX	HAIR	EYES	HEIGHT	WEIGHT	DOB	PRE LIC EXP
M	Gry	Brn	5-10	170	Mar	72
DATE OF BIRTH			AGE		DMV USE ONLY	
1-30-23			48			
OTHER ADDRESS Cottage Pine Motel						
CLASS 3 3 AXLE HOUSE CAR AND ALL 2 AXLE VEH EXCEPT BUS OR 2 WHEEL MOTORCYCLE MAY TOW VEH UNDER 4000 LBS GROSS						
SEE OVER FOR ANY OTHER CONDITIONS					MUST WEAR CORRECTIVE LENSES <input type="checkbox"/>	
<i>W. Miles</i> 1-13-72 T.O. Trk rd						

RECORD CROSS REFERENCE COPY OF DRIVER LICENSE
OR IDENTIFICATION CARD APPLICATION ON FILE WITH
CALIFORNIA DEPARTMENT OF MOTOR VEHICLES
FOR DMV OR LAW ENFORCEMENT USE ONLY

Y330172 Schuyler William Miles P. O. Box 314 Truckee, Cal 95734						
SEX	HAIR	EYES	HEIGHT	WEIGHT	DOB	PRE LIC EXP
M	Gry	Brn	5-10	170	Mar	72
DATE OF BIRTH			AGE		DMV USE ONLY	
1-30-23			48			
OTHER ADDRESS Cottage Pine Motel						
CLASS 3 3 AXLE HOUSE CAR AND ALL 2 AXLE VEH EXCEPT BUS OR 2 WHEEL MOTORCYCLE MAY TOW VEH UNDER 4000 LBS GROSS						
SEE OVER FOR ANY OTHER CONDITIONS					MUST WEAR CORRECTIVE LENSES <input type="checkbox"/>	
<i>W. Miles</i> 1-13-72 T.O. Trk rd						

DB Cooper-36672

Sub 564

164-81-10

371

H 2 2 7 7 3 1

Sub 564

DB Cooper-36673

164-81-10

371

H 2 2 7 7 3 1

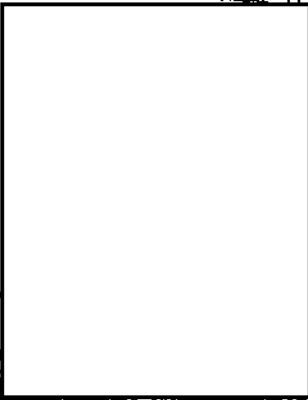
File No. 164-81-503 ^{1a} (372)Date Received 1/9/73From [redacted] b6[redacted] b7C

(ADDRESS OF CONTRIBUTOR)

KIRKLAND WASHBy [redacted] 1
(NAME OF SPECIAL AGENT)To Be Returned ☐ Yes
☒ NoReceipt given ☐ Yes
☒ No

Description:

(1) PHOTO OF[redacted][redacted]b6
b7CSerial: 4299[redacted]b6
b7C



b6

b7C



164-61-14-572

b6

b7C

DB Cooper-36675

164-81-14 852



b6

b7C

KODAK PAPER

DB Cooper-36676

H, Cambodia — The
government acknowledged
because of corruption by
others and other "irregu-
lar times" paid salaries
to 100,000 nonexistent soldiers.
It said that it had some-
times of 300,000 troops even
found that the actual
in the army is about
"phantom" troops — a cre-
dentials submitted by unit
is the most widespread
in Cambodia and have
of bitter popular com-

Cambodian army re-
a month, so 100,000
would cost \$2 million

File No. 164-81 ^{1a} ~~SUB~~ 373

Date Received 1/10/73

From BUTTS

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By (STATE)

b6

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(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes

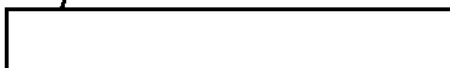
☒ No

Receipt given ☐ Yes

☒ No

Description:

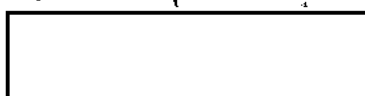
PHOTOGRAPH OF



b6

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See 4B05



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[Redacted]
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b7C

373

164-81-1a

DB Cooper-36679

Photo. 1966

File No. 164-81-1a 374

Date Received 1/22/73

From [REDACTED]

(ADDRESS OF CONTRIBUTOR)

SPOKANE WASH

By [REDACTED] (NT)

To Be Returned ☐ Yes
☒ No

Receipt given ☐ Yes
☒ No

Description:

(4) COPIES OF (5) PHOTOGRAPHS

OF [REDACTED]

See
[REDACTED]

b6
b7C

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b7C

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b7C

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DB Cooper-36682

164 8/1-1a (374)

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DB Cooper-36684

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DB Cooper-36686

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DB Cooper-36688

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DB Cooper-36690

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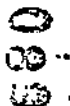
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DB Cooper-36692

164-81-16 (374)

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DB Cooper-36694



164-81-1a

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DB Cooper-36696

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DB Cooper-36698

164-81-1a (374)

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164-81-1a (374) DB Cooper-36700

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DB Cooper-36702

164-81-1a (374)

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DB Cooper-36704

164-81-1a (374)

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DB Cooper-36706

164-81-1a (374)

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689

16 4-84-16 (374)

DB Cooper-36708

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DB Cooper-36710

164-81-1a (374)

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164-81-1a

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DB Cooper-36712

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DB Cooper-36716

164-81-1a (374)

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DB Cooper-36718

164-81-1a (374)

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DB Cooper-36720 -

164-81-1a (374)

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DB Cooper-36722

164-81-1a (374)

File No. 164-81-1a (375)Date Received 1/11/73From LOS ANGELES
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By [REDACTED] (AGENT) b6
b7CTo Be Returned ☐ Yes
☒ NoReceipt given ☐ Yes
☒ No

Description:

(5) PHOTOGRAPHS OF
SCHUYLER W. MILLS JR

Ser. 4323

Sub Sub 564

DB Cooper-36723



DB Cooper-36724

DB Cooper-36725

16 4-81-1a (375)

DB Cooper-36727

164-81-1a (375)



DB Cooper-36728

DB Cooper-36729

164-81-1a (375)



DB Cooper-36730

DB Cooper-36731

164-81-(a) (375)

DB Cooper-36733

164-81-1a

375



DB Cooper-36734

DB Cooper-36735

164-81-1a (875)

(Title) NORJACK(File No.) 164-81

Date Filed	Disposition
1/23/73	376. Driver's license photo of [redacted]
1/23/73	377. Photo of [redacted]
1/23/73	378. Copy artist composite drawing of [redacted]
1/29/73	379. Photos of [redacted]
1/30/73	380. Photos of [redacted]
1/30/73	381. Photo of [redacted]
2/4/73	382. Photos of [redacted] Sub 437
2/5/73	383. Photos of [redacted]
2/5/73	384. Photos of [redacted]
2/7/73	385. D/L Photo of [redacted] Sub 597
2/7/73	386. Photo of [redacted] Sub 597

b6
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b7C

164-81-1A

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JAN 12 1973	
FBI - SEATTLE	

File No.

164-81-1a

(376)

Date Received

1/13/73

From

O.D.

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By

(NAME OF SPECIAL AGENT)

To Be Returned ☒ Yes☒ NoReceipt given ☐ Yes☐ No

Description:

Alvin's license photo
of

b6
b7C

Ser. 4329

b6
b7C

DB Cooper-36737

164-81-1a

376

~~164-81-1A~~

122

DB Cooper-36739

File No. 164-81 1a (377) b6
b7C
Date Received 1/15/73
From SAVANNAH
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By b6
b7C
(AGENT)

To Be Returned ☐ Yes
☒ No

Receipt given ☐ Yes
☒ No

Description:

(2) copy of
 PHOTOGRAPH

b6
b7C

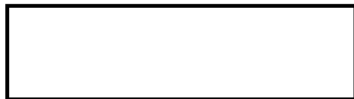
Ser. 4332

b6
b7C

DB Cooper-36740

Taken 1922

b6
b7C



b6
b7C

164-81-1a (377)

DB Cooper-36742

~~SV 164-29-1A~~

File No.

164-81

b6
b7C

Date Received

1/15/73

From

BALTIMORE

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By

(E)

b6
b7C

(AGENT)

To Be Returned ☐ Yes☒ NoReceipt given ☐ Yes☒ No

Description:

(1) COPY OF ARTIST
COMPOSITE SHOWINGb6
b7C

DB Cooper-36743

See

b6
b7C



BUR 164-2111

11-30-71

DB Cooper-36744

~~BFA 164-103-1A 3~~

12/21/77

164-81-1a (378)



b6
b7C

DB Cooper-36745

File No.

164-81-1a

(379)

Date Received

1/24/73

From

S. F.

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes☐ NoReceipt given ☒ Yes☐ No

Description:

Photograph

b6
b7C

See

Serial 4253

b6
b7C

File No.

164-81-1a (380)

Date Received

1/26/73

From

Albuquerque

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes☐ NoReceipt given ☐ Yes☐ No

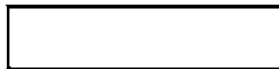
Description:

Photo 7

b6
b7C

Serial 4357

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b7C



164-81-1a (380)

~~149-131-1A7~~



DB Cooper-36751

164-81-1a (380)

~~149-131-1A7~~

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File No.

164-81-1a

(381)

Date Received

1/29/73

From

Le

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes☐ NoReceipt given ☐ Yes☐ No

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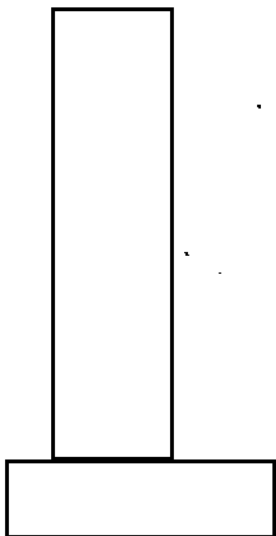
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b7C

b6

b7C

Su- 4359



b6

b7C

DB Cooper-36754

164-81-1a

(381)

~~164-50-1A36~~

File No. 164-81-1a (382)Date Received 1/26/73From L.V. O'x & L.A.

(NAME OF CONTRIBUTOR)

N/O.(Some date)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By _____

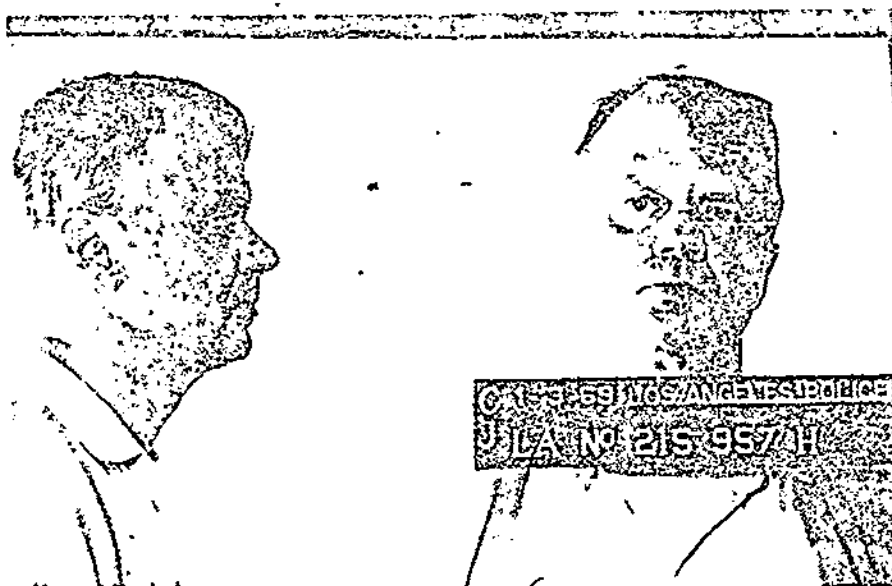
(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes☐ NoReceipt given ☐ Yes☐ No

Description:

*Photos of Alvin
Curtis Hartley.*

*Serial 4368
4370
4371
Sub 437*



DB Cooper-36756

76-4-81-100 382

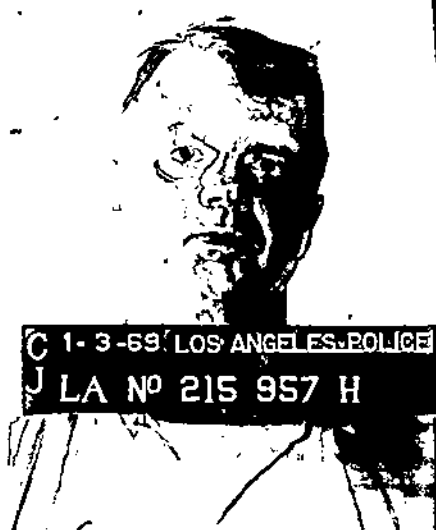


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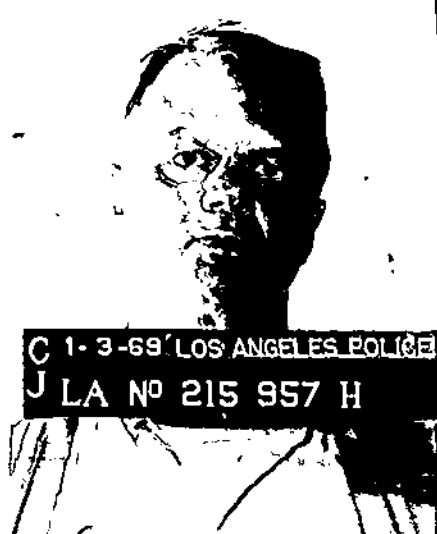


DB Cooper-36757

164-81-1a (382)



C 1-3-69 LOS ANGELES POLICE
J LA Nº 215 957 H



C 1-3-69 LOS ANGELES POLICE
J LA Nº 215 957 H

DB Cooper-36758

Alvin Curtis Hartley

Sub-437

87-37150-1a

164-81-1a (382)

Alvin Curtis Hartley

LA 87-37150

< 87-9434-1A

Sub 437

164-81-1a (382) DB Cooper-36759

File No. 164-81 16-383 b6
b7C

Date Received 1/26/73

From b6
b7C

(ADDRESS OF CONTRIBUTOR)

AUBURN WASIA
By b6
b7C

To Be Returned ☐ Yes
☒ No

Receipt given ☐ Yes
☒ No

Description:

(2) PHOTO'S OF

b6
b7C

b6
b7C

164-81-1a (383)

DB Cooper-36762

164-81-1a (383)

File No. 164-81

164-384

b6

b7C

Date Received 1/31/73

From

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

SPOKANE WASH

By

(DATE)

b6

b7C

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes☒ NoReceipt given ☐ Yes☒ No

Description:

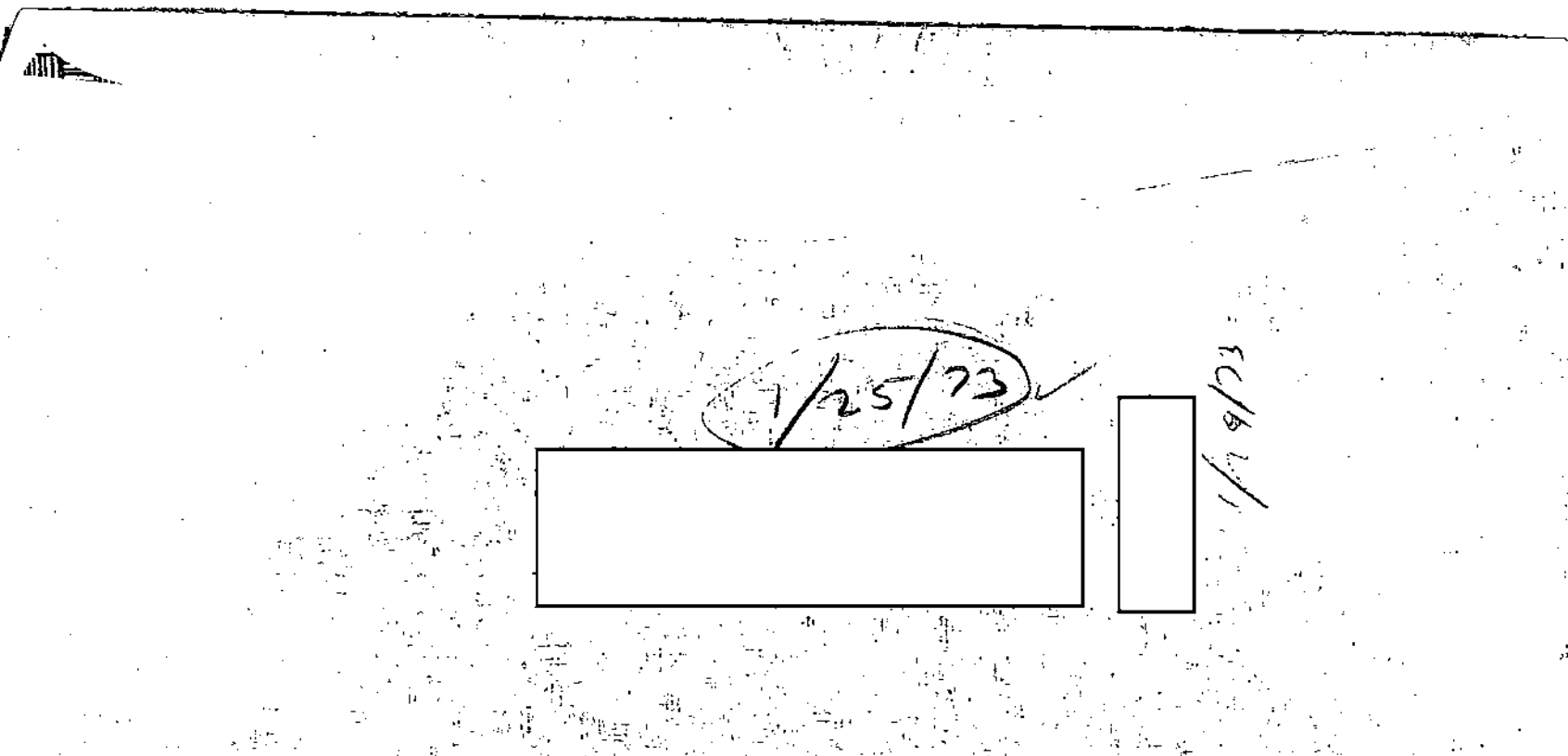
(5) PHOTOS OF

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b7C

b6

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b7C

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164-81-1a(384)

DB Cooper-36766

164-81-1a (384)

033

DB Cooper-36768

164-81-1a (384)

330

DB Cooper-36770

164-81-1a (384)

File No.

164-81-1a (365)

Date Received

1/31/73

From

b6

b7C

(NAME OF CONTRIBUTOR)

DRIVERS LIC / DMV

(ADDRESS OF CONTRIBUTOR)

OLYMPIA, WA

(CITY AND STATE)

By

R.H. WICK

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes☒ NoReceipt given ☐ Yes☒ No

Description:

D/L PHOTO

CLIFFORD EUGENE WHITTEN

EXPIRES 7/24/73

Ser. 439-6

Sub

591

b6

b7C

DB Cooper-36771

ADULT

WH-IT-TC-E681N4 07-24-73

WHITTEN, CLIFFORD EUGENE

12400 NE 39TH ST

VANCOUVER

WA 98662

RESTR.	SEX	BIRTHDATE	EYES	WEIGHT	HEIGHT
	M	072432	BLU	140	5-11

X *Clifford E. Whitten* X



Sub 591

164-81-1a (285)

b6
b7C

DB Cooper-36773

File No.

164-81-1a

(BFL)

Date Received

2/2/72

From

Boston

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By

(NAME OF SPECIAL AGENT)

To Be Returned ☒ Yes☐ NoReceipt given ☐ Yes☐ No

Description:

Photo of
Emmanuel Pereira

Ser. 4399

Sub 597



DB Cooper-36775

POLICE DEPT / FALL RIVER, MASS
IDENTIFICATION BUREAU
DB Cooper-36776 644061
No. 644061
NAME Mmanuel Perreira
ALIAS FRIV
CRIME Forgery- Uttering-
Larc. more than \$100. (Ch
AGE 48 D. O. B. 8-18-22
WEIGHT 170 HEIGHT 5'8"
HAIR Blk. EYES Brn. COMP Mex
BORN Fall River, Mass
164-81-1a (38C) b6
OCCUPATION Handy-Man b7C
ARRESTED 3-17-71 Sub 597
ARRESTED BY CID:
DISPOSITION BS 164-153
NO. 1

FEDERAL BUREAU OF INVESTIGATION
FOI/PA
DELETED PAGE INFORMATION SHEET
FOI/PA# 1:16-cv-01790-02

Total Deleted Page(s) = 11

Page 17 ~ b6; b7C;
Page 20 ~ b6; b7C;
Page 23 ~ b6; b7C;
Page 27 ~ b6; b7C;
Page 29 ~ b6; b7C;
Page 32 ~ b6; b7C;
Page 35 ~ b6; b7C;
Page 38 ~ b6; b7C;
Page 41 ~ b6; b7C;
Page 43 ~ Duplicate;
Page 45 ~ b6; b7C;

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(Title) Nor Jack(File No.) 164-81

Date Filed		Disposition	
2/8/73	387. Copy of "Kaman Rotor Tips," 8/62.		b6 b7C
2/12/73	388. Photo of [redacted]		
2/22/73	389. Photo of [redacted]		
2/28/73	390. Photo of [redacted]		
3/5/73	391. Photo of [redacted]		
3/6/73	392. Photo of [redacted]		b6 b7C
3/14/73	393. Photo of [redacted]		
3/14/73	394. Photo of [redacted]		
3/16/73	395. Photo of [redacted]		
3/22/73	396. Copy of Big Screen Sec. for Howard Franklin Huft	Sub 589	
3/22/73	397. Photo of [redacted]		
3/22/73	398. Signed FD-302 from [redacted]	Sub E	b6 b7C
3/22/73	399. Photo of [redacted]		
3/22/73	400. Photo of [redacted]		

164-81-1a

SEARCHED	INDEXED
SERIALIZED	FILED
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File No.

164-81-16 (387)

Date Received

2/6/73

From

Atlanta

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By

(NAME OF SPECIAL AGENT)

To Be Returned ☒ Yes☐ NoReceipt given ☒ Yes☐ No

Description:

Copy of
Korman Peter
Trips, " 8/62.b6
b7c

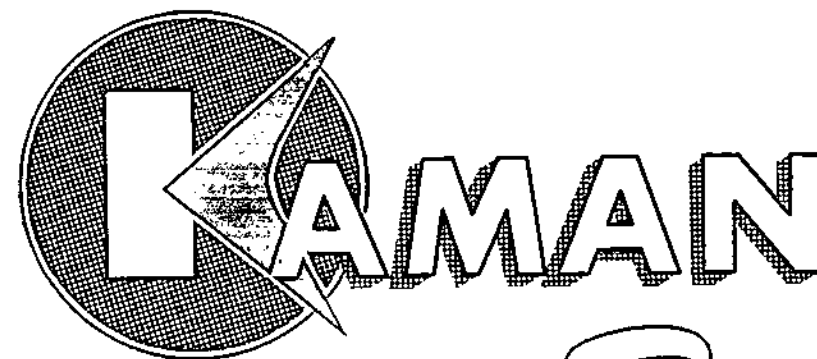
Serial 4402

164-81-1a (387)

DB Cooper-36779

Kaman Service Representatives

on field assignment



Rotor Tips

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Myrtle Beach AFB, S. C.
Seymour Johnson AFB, N. C.

STANLEY M. BALCEZAK
Far East

WILLIAM G. BARR
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Reese AFB, Texas
Sheppard AFB, Texas
Vance AFB, Okla.
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Kirtland AFB, N. M.

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Paine Field, Wash.
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HORACE FIELD
Greenland

CLINTON G. HARGROVE
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Westover AFB, Mass.

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NS, Mayport, Fla.
NAS Cecil Field, Fla.
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James Connally AFB, Texas
Laredo AFB, Texas
Perrin AFB, Texas
Randolph AFB, Texas

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VMO-1 MCAF
Jacksonville, N. C.

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Okinawa

HENRY J. TANZER
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NAS Agana, Guam
NAS Cubi Point P. I.
NAS Sangley Pt. P. I.
Shin Meiwa Ind. Co., Ltd.
Toyonaka City, Japan

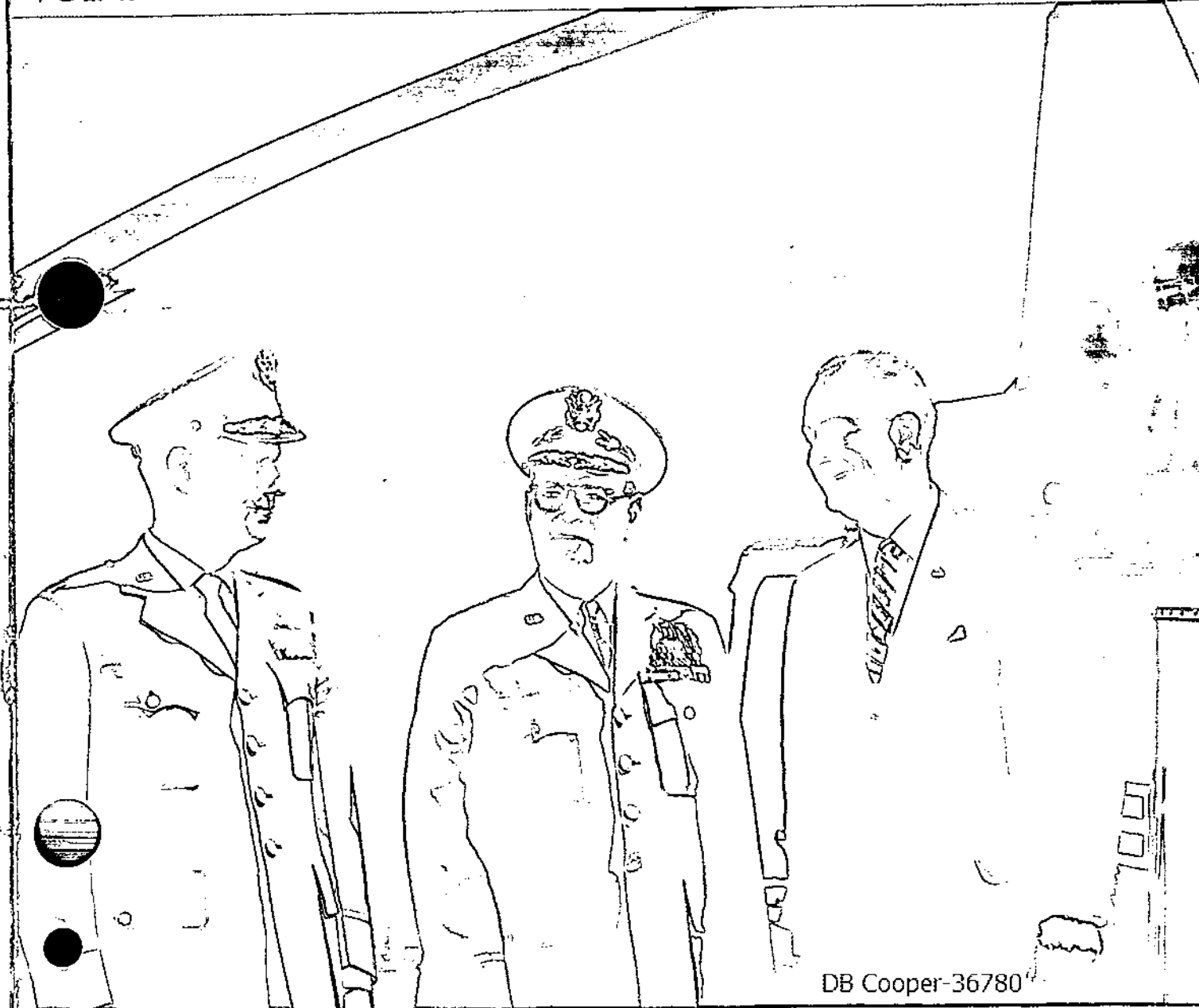
TERRELL C. TURNER
Fairchild AFB, Wash.
Glasgow AFB, Mont.
Malmstrom AFB, Mont.

BILL C. WELDEN
Far East

ROBERT I. WILSON
Dover AFB, Del.
Griffiss AFB, N. Y.
Suffolk County AFB, N. Y.
Andrews AFB, Md.

VOL. II No. 10

AUGUST 1962

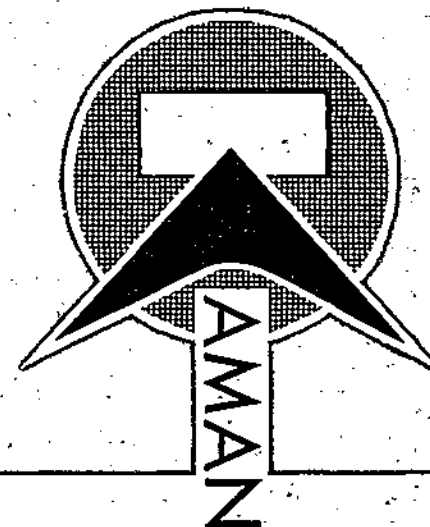


DB Cooper-36780

CUSTOMER OPERATIONS SECTION—R. L. Bassett, Supervisor;
W. G. Wells, Asst. Supervisor, Field Service Representatives;
R. W. Spear, Asst. Supervisor, Training

THE KAMAN AIRCRAFT CORPORATION

PIONEERS IN TURBINE POWERED HELICOPTERS



Rotor Tips

AUGUST 1962

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SUPERVISOR OF SERVICE PUBLICATIONS
F. G. Weber

EDITOR
Everett F. Hoffman

ADDRESS ALL INQUIRIES TO:
Kaman Rotor Tips
Field Service Department
The Kaman Aircraft Corp.
Old Windsor Rd.
Bloomfield, Connecticut

THE COVER
Vice President Johnson, General LeMay
and General Stone chatting beside
H-43B at USAF Academy graduation
ceremony. See page 6. (USAF photo)

IN THIS ISSUE

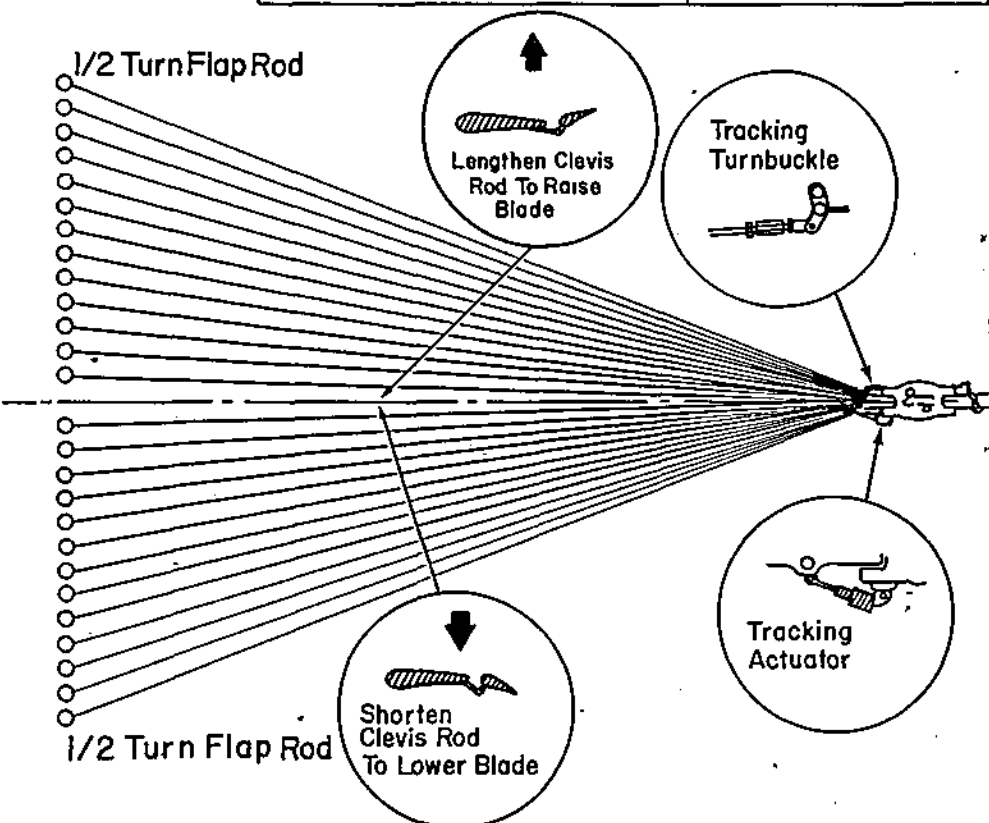
Night Fire Suppression	3
HU2K-1 Activities	7
USAF Huskie Breaks Another Record	8
Mission Report From Luke AFB	9
Q's and A's	10
Multis-Speed Switch Operation and Maintenance	12
Portable Dock Box Aids Det. 4	16
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Kaman Rotor Tips is published by the Service Department of The Kaman Aircraft Corporation for informational purposes only and is not to be construed as authority for making changes in aircraft or equipment. This publication DOES NOT in any way supersede operational or maintenance directives set by the Armed Services. Written permission must be obtained from Kaman Aircraft before any material in Rotor Tips can be published.

PLEASE SHARE THIS COPY

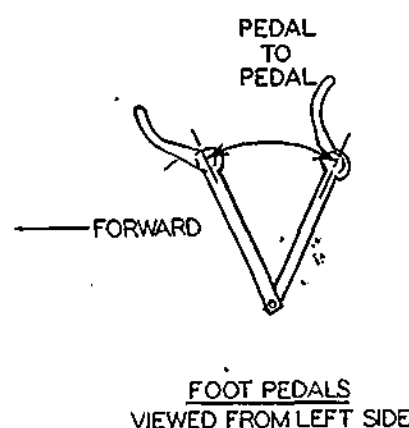
ROTOR CONE & TRACKING ADJUSTMENT CHART H-43B

ADJUSTMENT			RESULT			
Location	Number of Blades Adj.	Tracking Actuator	Movement at Blade Tips	Rotor Speed % Autorotation	Flap Control Rod Clevis	Pedal to Pedal Displacement
1 Hole at Turnbuckle	1	0.01 in.	1/8 inch	N/A	N/A	N/A
1 Hole at Turnbuckle	4	0.01 in.	1/8 inch	.15%	N/A	N/A
3 Holes at Turnbuckle	1	1/32 in.	3/8 inch	N/A	N/A	N/A
13 Holes at Turnbuckle	1	0.13 in.	1-5/8 inch	N/A	N/A	N/A
13 Holes at Turnbuckle	4	0.13 in.	1-5/8 inch	2%	1/2 Turn	N/A
1/2 Turn Flap Control Rod Clevis	4	0.13 in.	1-5/8 inch	2%	N/A	N/A
1/2 Turn Flap Control Rod Clevis	One Rotor Both Blades	0.13 in.	1-5/8 inch	N/A	N/A	2.00 inch



DESIRED 94% RPM with 10 PSI Approx.

By Bringing Rotor Tip Path Plane UP Rotor RPM DECREASES	By Bringing Rotor Tip Path Plane UP Gas Producer RPM INCREASES
By Bringing Rotor Tip Path Plane DOWN Rotor RPM INCREASES	By Bringing Rotor Tip Path Plane DOWN Gas Producer RPM DECREASES



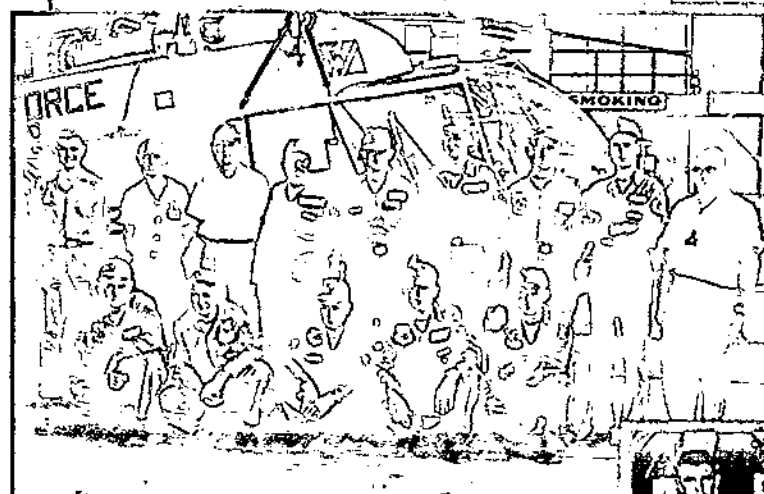
PERMISSIBLE RUDDER PEDAL DISPLACEMENT	
In Hover	- 1/4" Rudder Displacement
In Cruise	- 1/2" Rudder Displacement at 90 Knots
In Autorotation	- 1/2" Rudder Displacement

The purpose of this chart, devised by Edward White of Service Engineering, is to show what happens when rotor cone and tracking adjustments are made. The adjustments appear to the left of the center line of the rotor hub; the results to the right. Since all blades do not have the same aerodynamic characteristics, the results of the adjustments are approximate. Maintenance personnel should continue to use the applicable sections of T. O. 1H-43B-2 when tracking blades.

GRADUATION

H-43B TRAINING
SHEPPARD AIR FORCE BASE
3750TH TECHNICAL SCHOOL, USAF (ATC)

JUNE 19, 1962—Front row, l to r, TSgt Alfred H. Dewey, Det. 29, Vance AFB, Okla.; SSgt Ralph W. West, Det. 39, Laughlin AFB, Texas; SSgt Robert L. Julian, Det. 34, Biggs AFB, Texas; SSgt Thomas J. Kennedy, 1001st FMS, Andrews AFB, Md.; A1C Philip Arketa, Det. 26, Selfridge AFB, Mich.; SSgt Curtis Washington, (Instr.) Sheppard AFB, Texas; A2C Gerald O. Chase, Det. 45, Pease AFB, N.H.; SSgt James F. Barnett, Det. 16, Williams AFB, Ariz. Rear row, Mr. Fred Morrison, (Instr.) Sheppard AFB; SSgt Douglas Drier, Det. 35, Kirtland AFB, N.M.; SSgt Berkley E. Naugle, Det. 51, Myrtle Beach AFB, S.C.; SSgt Walter H. May, Det. 53, Craig AFB, Ala.; A1C John A. DeBelt, Det. 54, Moody AFB, Ga.; SSgt Douglas E. Lightcap, Det. 42, Dow AFB, Maine; A1C Jesse Glazier Jr., Det. 1, 54th ARS, Thule, AB, Greenland; A1C Dan R. Moley, Det. 48, Dover AFB, Del.; A2C John E. Laurensen Jr., Det. 45, Pease AFB, N.H.



JULY 3, 1962—Front row, l to r, SMSgt Elton L. Tisdale, Det. 16, Williams AFB, Ariz.; SMSgt Curtis W. Schmelsser, Det. 4, Paine Fld, Wash.; SSgt John G. Turner, Det. 8, Glasgow AFB, Mont.; A1C Ernest W. Harris Jr., Det. 14, Nellis AFB, Nev.; TSgt Buddy B. Curry, Det. 38, James Connally AFB, Texas. Rear row, SSgt Leonard A. Nicholson, (Instr.) Sheppard AFB; Mr. Fred Morrison, (Instr.) Sheppard AFB; Mr. J. H. Birkes, 3566th Fld Maint, James Connally AFB, Texas; SSgt Samuel L. Pilgrim, Det. 59, Andrews AFB, Wash.; SSgt John G. Regan Jr., Det. 47, Langley AFB, Va.; SSgt Joe L. Proctor, Det. 35, Matagorda Island AF Range, Texas; SSgt Louis J. Hosler, Det. 36, Laredo, Texas; TSgt Dennis M. Franklin, Det. 35, Matagorda Island AF Range, Texas; Mr. Richard H. Maxwell, (Instr.) Sheppard AFB, (USAF photo)

JULY 31, 1962—Rear row, l to r, SSgt L. A. Nicholson, (Instr.) Sheppard AFB, Texas; Mr. Richard H. Maxwell, (Instr.) Sheppard AFB; A1C Fred Scott, Holloman AFB, N. M.; A1C Michael G. Stangel, Det. 46, Suffolk County AFB, N. Y.; A2C Dorman E. Black, Det. 50, Shaw AFB, S.C.; MSgt George R. Mitchell, Hq. EARC, Robins AFB, Ga.; Mr. Andrew Hadlow (W 10), Andrews AFB, Md. Front row, A1C Odell E. Lee, Det. 43, Griffiss AFB, N. Y.; SSgt Curtis Washington, (Instr.) Sheppard AFB; SSgt Harvey G. Myer, 401st CAMS, England AFB, La.; SSgt Lowell M. Bynum, Det. 58, Brookley AFB, Ala.; A1C Andres B. Perez, 67th AR Sqn., APO 123, N. Y.; A1C Floyd M. Baker, 41st ARC, Hamilton AFB, Calif.



AUGUST 14, 1962—Front row, l to r, TSgt Donald B. Sanders, Det. 39, Laughlin AFB, Texas; SSgt Wayne E. Dondero, Det. 44, Westover AFB, Mass.; SSgt William D. Snyder, Det. 39, Laughlin AFB; A1C Harvey A. Meltzer, 48th ARS Eglin AFB, Fla.; TSgt James L. Johnson, Det. 4, Paine Fld, Wash.; Mr. John R. Moseley (F 7), Don Fld Maxwell AFB, Ala.; A1C Thomas E. Arms, (Instr.) Sheppard AFB. Rear row, A1C Jesse B. Pope, Det. 27, Traux Fld, Wisc.; A1C Alexander Montgomery, Det. 5, McChord AFB, Wash.; TSgt George C. Risser, Det. 23, K1 Sawyer AFB, Mich.; A2C Luis Carreras, Det. 46, Suffolk County AFB, N.Y.; A2C Bobby G. Evans, Det. 43, Griffiss AFB, N.Y.; A2C Lenzy Autry, Det. 52, Charleston AFB, S.C.; A2C James T. Sloan, Det. 15, Luke AFB, Ariz.; SSgt Francis C. Johnson, 48th ARS Eglin AFB, Fla.; Mr. Richard H. Maxwell, and Mr. Fred Morrison, (Instrs.) Sheppard AFB.



NIGHT FIRE SUPPRESSION

In order to perform the mission of fire suppression and rescue, H-43 pilots must know and master the problems of aerial fire suppression under all conditions. There is considerable difference between day and night fire suppression, for example, and carrying out such a mission at night in an unfamiliar area is probably the most hazardous to be encountered. Controlled night fire fighting training, recently authorized by the Air Rescue Service, is not overly hazardous, however.

by Capt. Thomas C. Seabo
Webb Air Force Base

PROBLEMS

Blinding ground personnel with helicopter lights

Loss of instrument visibility

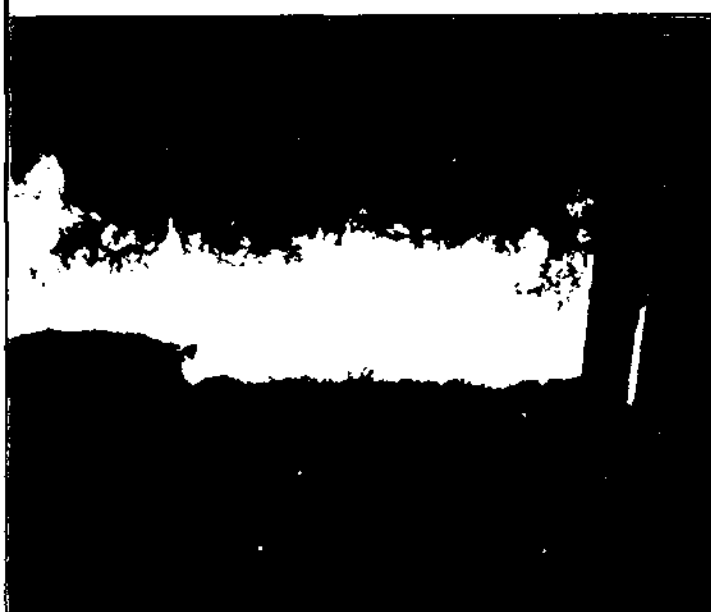
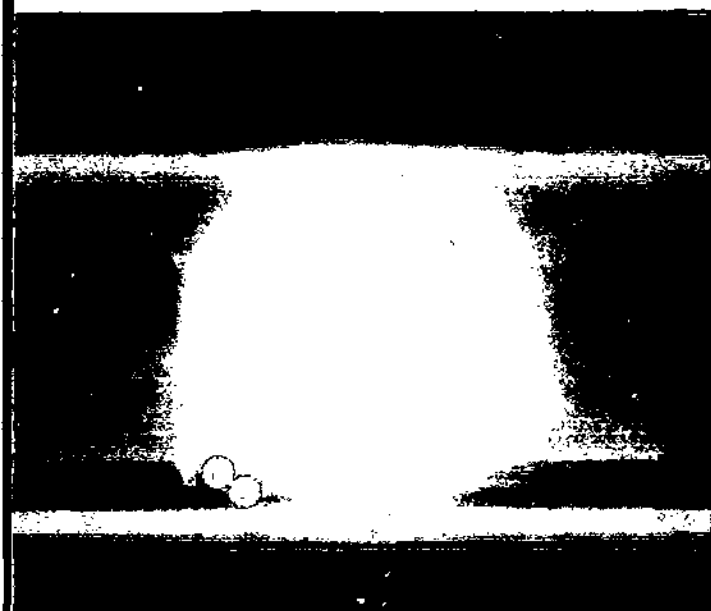
Hypnotic effect of fire

Pilot's loss of visual ground reference

Difficulty in obtaining adequate site evaluation

Spatial disorientation

Since there is still relatively little experience in actual night fire helicopter operations and no schooled solution to all situations, the following discussion of night fire suppression problem areas is offered for information, analysis and evaluation to aid the pilot in theorizing on the action he will take in a given situation. With advance knowledge of the problems to be encountered, pilots will be better equipped to act with the professionalism essential to timely and effective fire-fighting rescue.



PROBLEM: Blinding ground personnel with helicopter lights

DISCUSSION: This problem occurs during initial fire-kit hook-up, during landing approaches, when fighting fires, and when retrieving the firekit from the mission site. Proper use of helicopter lighting is essential. On the firekit pick-up with only the floodlights on, it is easier for the hook-up man to avoid looking directly into the lights. Blinded, he cannot see sufficiently to effect a safe and proper hook-up. On landing approaches the same situation appears. The landing light must be "OFF" if the ground signalman is to be relied upon. Ground personnel can expect to be momentarily blinded should they look into the lights. Spots that limit full vision last for minutes. Particles of sand, etc. that are picked up by rotor-wash magnifies this problem. As the fire diminishes, it is possible for the fire-fighters hood to refract the helicopter lights. Fire-fighters should be cautioned in this area. The pilot should be alert for the possibility that ground personnel are trying to operate with the loss of night vision. It is conceivable that they could attempt a side approach being unable to determine the front.

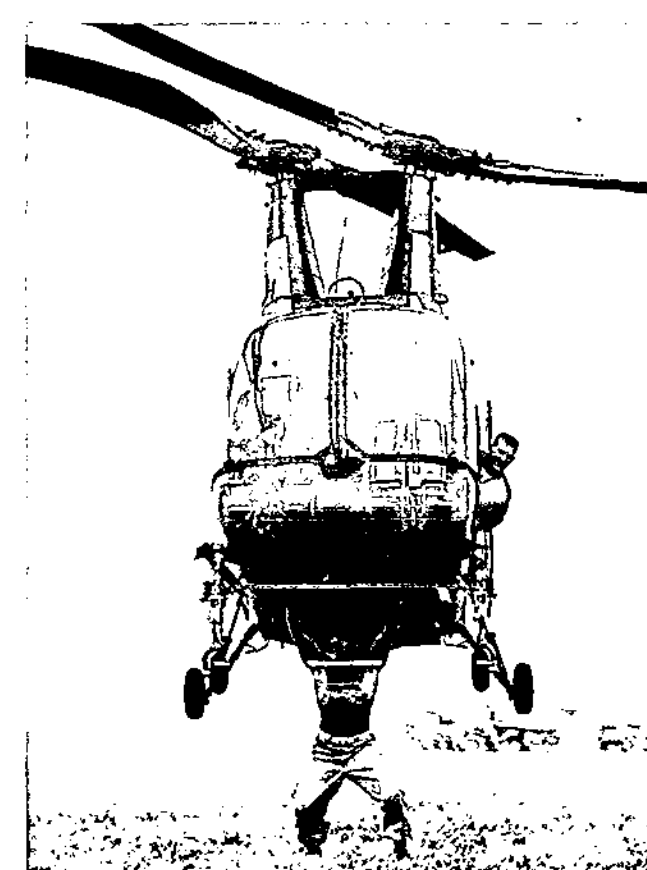
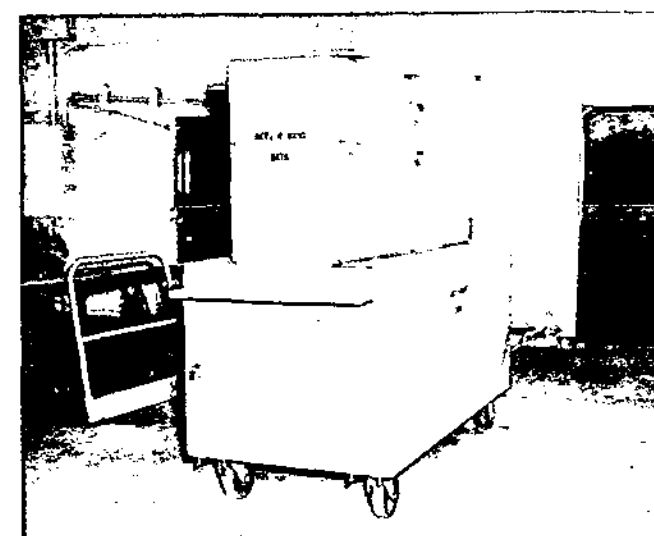
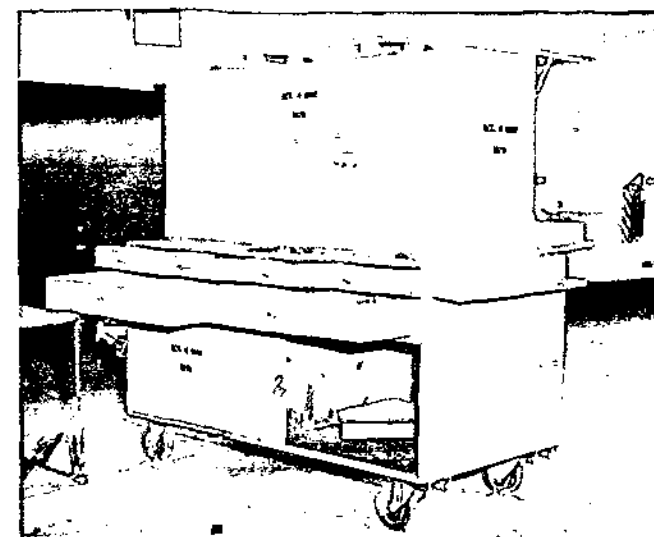
The blinding light problem is also encountered in night hoist and sling operations.

PROBLEM: Loss of instrument visibility

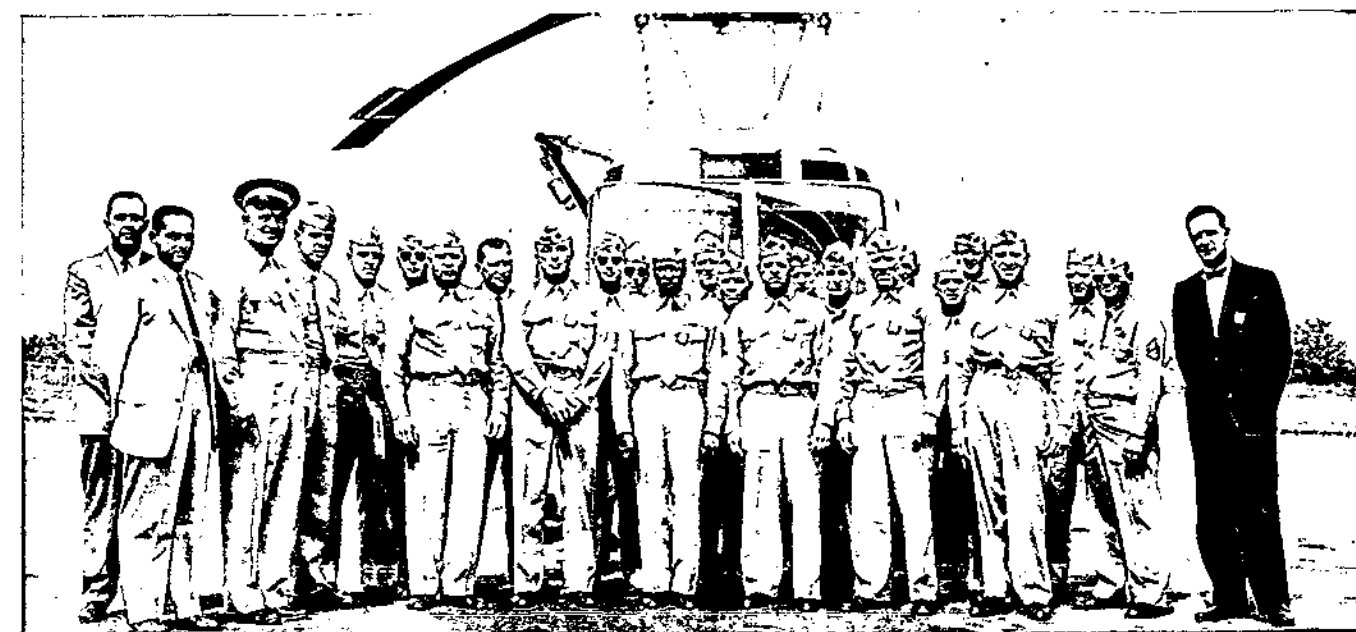
DISCUSSION: Due to the many demands of the fire-fighting operation, the pilot should give full attention outside the cockpit. The brilliance of the fire will cause the pilot to lose night vision and instrument visibility. Instruments are monitored by the copilot using a flashlight. Before takeoff is attempted, the pilot should have instrument visibility. Perhaps a delay to await return of night vision is warranted.

PROBLEM: Hypnotic effect of fire

DISCUSSION: Fire destroys and distorts horizontal references. The dancing flames have a hypnotic effect which attracts the pilot's attention to the extent that he may be unable to detect aircraft movement. The pilot must make a conscious effort to shift his attention, check altitude, check hover reference, check fire-fighters, check for hazards to the helicopter, etc. Firefighters make a good hover reference in the fire. The pilot must avoid looking at the brilliant part of the blaze as his perspective can be distorted and erratic aircraft control can result. The copilot should monitor instruments, hover position, and be alert to warn the pilot as necessary.



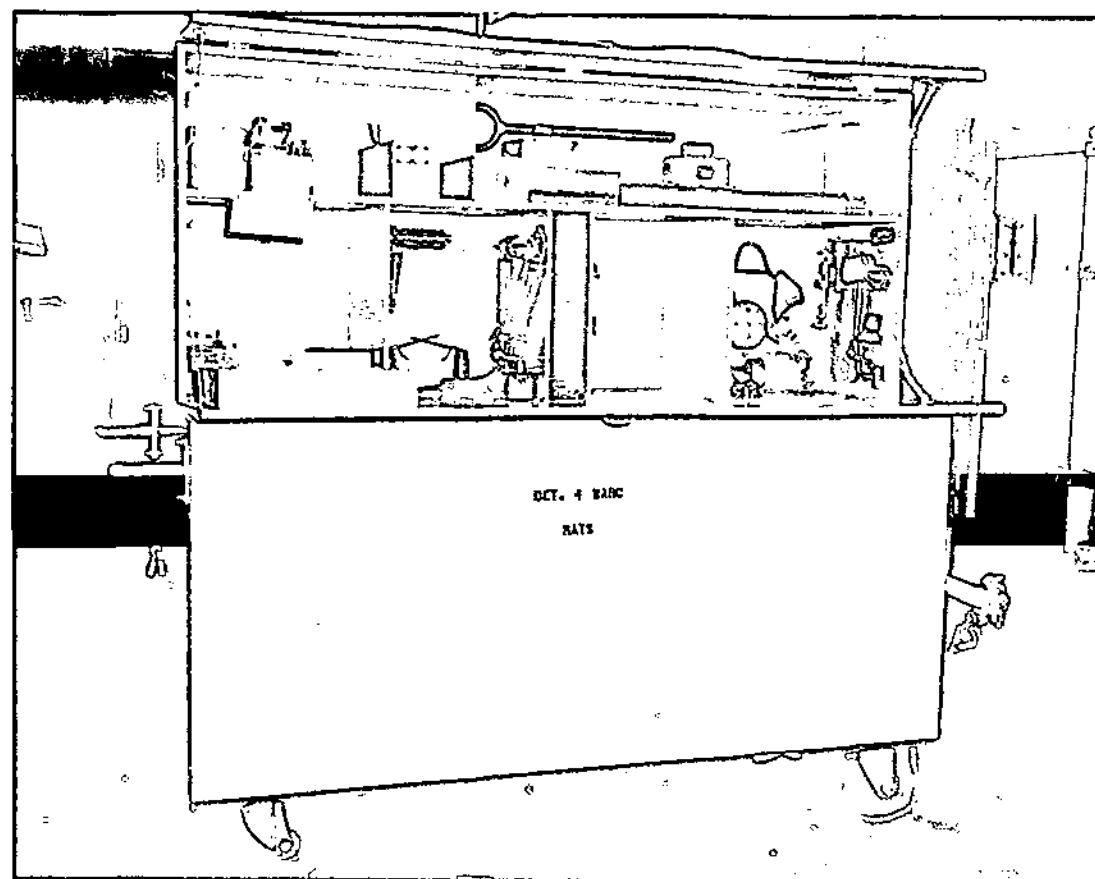
ONE-MAN AIRLIFT—With the assistance of an HOK-1 crew from VMO-2, Gy/Sgt. Sam Griffiths, 40, of the First Marine Air Wing at Iwakuni took this means of stimulating interest in physical fitness at NAS Atsugi, Japan. The 22-year Marine Corps veteran, voted "Mr. Physical Fitness" of 1960, stopped at Atsugi during an inspection of Special Services facilities in the Far East. The tour is being conducted in conjunction with President Kennedy's Physical Fitness Program. Pilot of the helicopter is Marine Capt. Robert D. Myers and L/Cpl. James E. Turner is crewman. (Pacific Stars and Stripes photo)



VMO-1 VISITORS—Personnel attached to VMO-1, MAG-26, MCAF, Jacksonville, N.C.; were conducted on a plant tour during a recent visit to Kaman Aircraft. Shown are, left to right, William Wells and Raymond Vokes, Field Service Department; M/Sgt. Raymond B. Taylor, Lts. Donald P. Reichert, Patrick J. McMorrow, William N. Simmons, Robert L. Norton; Ray G. Russell, Field Service Representative; Capt. Robert J. Thompson, Lt. William S. Ebersole, Capt. John A. Conniff, S/Sgt. Frank Williams, Capt. Charles A. Carey, Maintenance Officer; GySgt. Earl J. Lehrman, Lt. Col. Earl W. Cassidy, Commanding Officer; M/Sgt. Forrest G. Alexander, Lt. Ansley S. Horton, Maj. Herbert A. Nelson, Executive Officer; GySgt. Eldon R. Laraway, S/Sgts. Nicholas P. Difabritus, Ivan J. Vlach; Maj. Joseph Keller, H&MS-26; S/Sgts. Harvey Dunn, Lloyd L. Love; Herbert Langenfeld, Military Operations Research Department.

Portable Dock Box Aids Det. 4

by John D. Elliott
Field Service Representative



ARS Det. 4, WARC, Paine Field, Wash. - T/Sgt. James E. Johnson of this detachment has come up with this inexpensive, but highly efficient, mobile dock box as a means of expediting H-43B maintenance. Soon after checking into the detachment, Sergeant Johnson decided that a portable dock stand would be of help to maintenance personnel. He checked around the base until he found an armament box with the proper dimensions and then began a conversion project with the result shown.

The dockbox, mounted on four wheels, allows special tools and other items to be taken to the aircraft rather than taking the aircraft to the tools. The top of the box has a door on the front which opens down to provide a small writing table or a work bench for minor maintenance jobs. On the left side of this door, a file is mounted to house the PE cards. Each individual slot is marked and the partitions are slanted so the cards will not fall out when the door is raised or lowered. Inside the door, on the top part of the box, is storage space for special tools. Each tool has a specific place marked with a tag. The door to the top portion has locks for security.

The bottom portion of the dock box has sliding doors with large compartments for storage of larger items such as engine slings, etc. Large special tools are also stored in this area. Often used items such as grease guns, oil cans and some bench stock items are stored in this portion of the box. Installation of a small

bin area is being considered to store common usage items for periodic inspection. The sliding doors are secured by locks.

The advantages of this portable dock box are many, and for the most part, apparent. The box is especially useful for periodic inspections but is certainly not limited to this. The box allows easy reference to tools, keeps them in a centrally located place and makes inventory very easy. Having the PE cards near the aircraft saves man hours going back and forth to the Maintenance Office and frees the Dock Chief to be near the aircraft while the inspection is being performed. The chances of misplacing a card are lessened because the box is so handy to replace the card when the work has been accomplished. Small items which can normally be lost easily are located so that they are always available. Items such as glue, gaskets etc. have a specific place in the box and are returned to that place when the men are finished using them. Each separate compartment in the box can be locked, so loss from pilferage or borrowing is held to a minimum.

Sergeant Johnson is continually working to improve this dock box but his basic idea, coupled with his initiative to improve the efficiency of the unit during periodic inspections, deserves special mention. His contribution to Detachment 4 has meant savings in man hours, government equipment and has helped to maintain quality maintenance of Air Rescue Service Aircraft.

PROBLEM: Pilot's loss of visual ground reference

DISCUSSION: In an actual crash, off base, the crash never seems to occur in an ideal spot. Generally there are high trees, swamp, dry grass, leaves, snow, rain, high humidity, smoke, sand, or dust that complicates the mission. All of these objects will refract the helicopter landing lights. The problem becomes magnified when the light from the fire is also refracted. RESULT: The pilot can lose ground perspective. The pilot can control one light source. Therefore, as the helicopter descends to the site, the pilot should turn "OFF" the landing light as this light refracts greater than the floodlights. When illumination from the fire is sufficient to maintain visual contact, it is advisable to turn "OFF" the floodlights. Use floodlights as the fire diminishes.

PROBLEM: Difficulty in obtaining adequate site evaluation

DISCUSSION: When people are trapped in a burning aircraft, there is apt to be an over-anxious attitude on the part of rescue personnel. This over-anxiousness can result in an inadequate site evaluation. If haze is present, floodlights will restrict visibility. A prompt, complete landing area determination must be made. A slow, steep approach provides more time to determine the aircraft commitment and insures a safer go-around if necessary. Remember to consider the possibility of the H-43B exhaust igniting inflammables that may be up wind of the fire.*

*An engineering change proposal has been submitted to the Air Force by Kaman Aircraft which, if accepted, would modify the tail pipe and should eliminate this possibility - Ed.

PROBLEM: Spatial disorientation

DISCUSSION: Dancing flames, flashing lights, loss of horizontal and vertical references, glare, shadows, and undetected aircraft movement combine to cause spatial disorientation (vertigo). This can be avoided by concentration and determination. The pilot and copilot must understand that vertigo is very dangerous. Should it occur, the copilot must take control of the aircraft.

These many problems make it appear that night firefighting is too hazardous to attempt. With operating experience in this night firefighting environment, however, these problems become second nature. Confidence is gained. Training will assure sufficient knowledge, experience, and ability to effect timely rescue in all conditions.



TWENTY NIGHT FIRES— Shown are the Det. 32 personnel who participated in the 20 night fire suppression exercises upon which this report is based. In front are T/Sgt. Dan W. Long, fireman; and Captain Seebo, Detachment Commander. Standing are Lt. James L. Butera and Lt. William F. Glover, Jr. The night fire exercises were photographed by A1/C Leland B. Bernard, 3560th Air Base Group, Webb AFB.

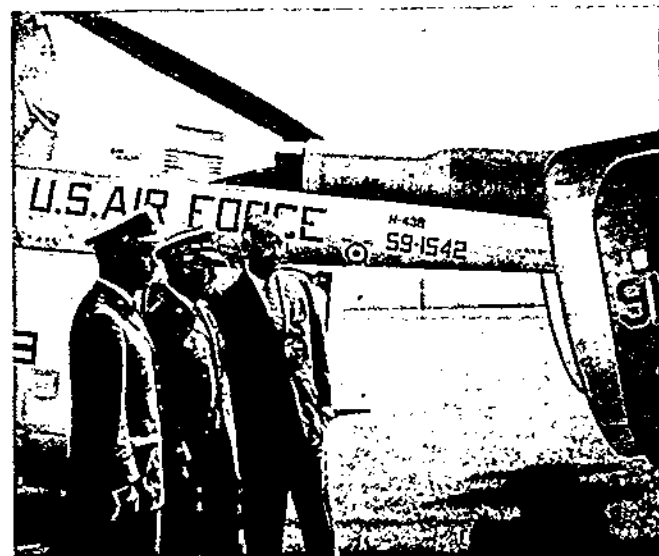
THE AUTHOR



Capt. Thomas C. Seebo is Commander of Detachment 32, Central Air Rescue Center, Webb Air Force Base, Texas. In helicopter assignments since 1954, he has totaled 3000 flying hours of which 2500 are in helicopters and 300 are in the H-43B. A base rescue assignment at Webb AFB followed three years with the 71st Air Rescue Squadron in Alaska. During the spring of 1961, he coordinated and conducted exercises using the H-43B in support of ground vehicles and termed the operation "SKYIR."

Previous military service, 1944-47, was as aerial gunnery instructor and C-47 flight engineer. An AFROTC commission was obtained in 1951 from Oklahoma State University while majoring in Architectural Engineering. Current military service and pilot training commenced in 1953.

Big Day For H-43B Crew



DISTINGUISHED COMPANY—Generals Stone and LeMay chat with Vice President Johnson beside HUSKIE which flew them to USAF Academy Graduation exercises.

To the crew of an H-43B from Stead AFB, Nev.; fell the honor of ferrying Vice President Lyndon B. Johnson and Gen. Curtis E. LeMay, USAF Chief of Staff; to the recent graduation exercises at the Air Force Academy in Colorado Springs, Colo. Also aboard the H-43B on the aerial trip from the airfield to the parade ground were Maj. Gen. W. S. Stone, Academy Superintendent; and Col. H. Burris of the Vice President's staff.

Lined up, waiting for the HUSKIE to touch down was an honor guard of cadets who formed a corridor for the Vice President's walk to the speaker's stand where he addressed the 297-man, gold-sashed graduating class. More than 8,000 cadets, families and spectators jammed the academy parade ground to view the impressive ceremony.

For the H-43B crew this climaxed a busy week at the Academy for they were on standby with the fire suppression kit at the airfield. Seventy aircraft participated in the air show which preceded the graduation exercises.

Capt. B. J. Wingfield was H-43B pilot, Major R. M. Atchley, co-pilot; S/Sgt. J. R. Chesson, crew chief; A1/C D. B. Dunn and R. L. Webb, mechanics; T/Sgt. R. C. Finlayson and S/Sgt. J. S. Hoban, firemen. (USAF photo)

The following equipment is required to adjust and test the speed switch.

- Variable speed drive with provisions for mounting the speed switch. A standard tachometer generator tester fulfills this requirement.
- A multi-meter for checking continuity of switch contacts.
- If available, Pierce Governor cut-away cover, P/N SK-11464, which makes the internal stroke adjustment screw accessible during testing.

Adjustment and Test Procedures for Speed Switch (Refer to figure 2)

1. Applicable to switches that open prematurely and special cut-away cover, SK-11464, is not available.

- Mount speed switch on tester.
- Connect multi-meter to pins A and B of speed switch receptacle (6).
- Loosen set screw (2).
- Operate tester at 1160 ± 20 RPM.
- Adjust RPM adjusting screw (1) for switch actuation.
- Apply "Loctite," grade B(7-2), to set screw (2) and tighten.
- Re-check to assure that switch actuates at 1160 ± 20 RPM and that the switch re-sets.

2. Applicable to switches that fail to open at any RPM and special cut-away cover, SK-11464, is not available.

- Mount speed switch on tester.
- Connect multi-meter to pins A and B of speed switch receptacle (6).
- Operate tester at 1300 RPM, meter should indicate switch actuation. If switch actuates, follow procedure 1. If switch fails to actuate, continue with step (d).
- Turn tester power "OFF."
- Remove speed switch cover assembly and inspect for loose or damaged parts.
- Loosen lock nut (4) and turn stroke adjusting screw (5) one turn clockwise.
- Tighten lock nut (4) and replace cover assembly.

(h) Operate tester at 1300 RPM, meter should indicate switch actuation. If switch actuates, continue with step (i). If switch still fails to actuate repeat steps d, e, f, g and h until the switch actuates at 1300 RPM.

(i) Follow procedure 1 to continue with adjustment of switch for actuation at 1160 ± 20 RPM.

3. Applicable to both types of malfunctions, with special cut-away cover, SK-11464.

- Remove speed switch cover assembly and inspect for loose or damaged parts.
- Install cut-away cover on speed switch.
- Mount speed switch on tester.
- Connect multi-meter to pins A and B of speed switch receptacle (6).
- Loosen set screw (2).
- Operate tester at 1160 ± 20 RPM.
- Turn RPM adjusting screw (1) clockwise until governor weights are closed and then turn RPM adjusting screw counter clockwise until the governor weights are in the maximum open position. Note: Governor weights are visible through the cut-away cover.
- Operate tester at 1300 RPM, loosen locknut (4) turn screw (5) clockwise until switch is actuated.
- Turn screw (5) an additional 1/2 turn for overtravel and secure with locknut (4).
- Reduce speed and check to make sure the switch resets.
- Adjust RPM adjusting screw (1) to actuate switch at 1160 ± 20 RPM.
- Apply "Loctite," grade B(7-2) to set screw (2) and tighten.
- Turn tester power "OFF."
- Replace the cut-away cover with original cover and recheck switch actuation RPM.

Changes, based on operating experience, are now being made in the switches to further increase their reliability. It is hoped the preceding information will prove of value to maintenance personnel. Questions regarding the multi-speed switch, or any other component, are always welcome. K

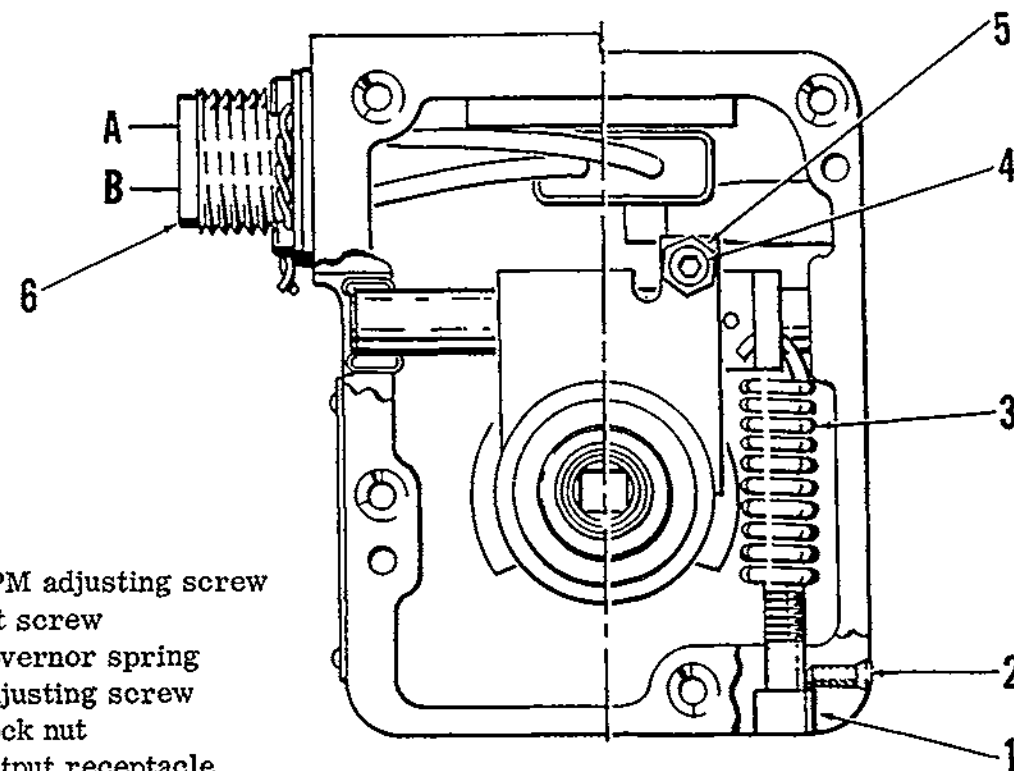
functions are classified primarily into two types: (A) The switch contacts open before N1 RPM reaches 28 to 30% and the engine cannot be started. This type malfunction is caused when the set screw (see figure 2, number 2) works loose, allowing the RPM adjusting screw (number 1) to change to a lower RPM adjustment. (B) The switch contacts fail to open after a successful engine start. This allows the engine starting system to remain energized and keeps the starter energized and connected to the D. C. essential bus. The starter is a direct drive starter-generator driven by the engine, and when energized, it produces a D. C. voltage. This unregulated and unfiltered voltage is providing a source of D. C. voltage to the D. C. essential bus, to which it is connected, and can have a detrimental effect on the aircraft's electrical-electronics systems. Also, if this condition goes undetected or is allowed to exist after detection, the starter will overheat and may cause a fire.

The recommended means for detecting this type of malfunction after the engine is operating, is to remove the APU, switch off the aircraft's battery and D. C. generator and then determine if any lights in the cock-

pit are glowing. If lights are glowing, it is an indication that the starter is still energized, due to a malfunctioning speed switch, and providing D. C. voltage to the D. C. essential bus. This condition can be temporarily resolved by pulling the "engine starting" circuit breaker and then re-setting it. This action does not open the speed switch contacts, but deenergizes the starting relay, which disconnects the "latching" switch paralleled across the start switch and deenergizes the complete starting system. The described malfunction is caused when several parts in the switch's actuating mechanism wear, changing the stroke length required to actuate the micro switch.

Considering that most speed switch malfunctions are caused by the changing of the initial RPM adjustments, it is safe to assume that the majority of malfunctioning units can be made to function properly after a few relatively simple adjustments. It is recommended that the following procedures be adhered to when adjusting a speed switch, P/N AE47-2 and -3. The procedures are divided into three groups corresponding to the type of malfunction encountered and taking into consideration the availability of a special cut-away cover, P/N SK-11464.

Figure 2.



1. RPM adjusting screw
2. Set screw
3. Governor spring
4. Adjusting screw
5. Lock nut
6. Output receptacle

HU2K-1 ACTIVITIES

Kaman Aircraft reps who will serve as Field Service Representatives when the HU2K-1 joins the fleet, recently completed a maintenance course at NAS Lakehurst, N.J., as an accelerated introduction prior to undergoing highly-specialized training at the company plant. The course, primarily established for Navy personnel, was conducted by military instructors attached to NAMT Det. 1070 and utilized one of the HU2K-1 maintenance trainers built by KAC for the Navy.

The decision to send "contractor reps" to Lakehurst was based primarily on the spirit of cooperation which has existed between the Navy and contractor since work first began on the maintenance trainer. Navy experts worked closely with KAC engineers during the year-and-a-half of research and planning which are represented in the device. As a result, the trainer is one of the most efficient ever developed and training time can be cut drastically through its use.

With this in mind, KAC accepted an invitation from NAMTG, Memphis, Tenn., to use the Lakehurst facilities to complete their quota of students for these classes and at the same time the field representatives taking transitional training could receive the benefit of the "nut-shell" instruction provided by the trainer.

Another benefit which the reps received while at Det. 1070 was the opportunity afforded to study Navy training methods and also to discuss with the instructors the questions which had been asked by Navy personnel attending preceding classes. Information of this type, supplied by knowledgeable instructors is, of course, invaluable to the men who will later work closely with Navy HU2K-1 maintenance crews. Contrariwise the Navy instructors received benefit from discussion with the reps to help refine their training course.

Earlier, the Navy instructors had attended an eight-week course at KAC in the operation and maintenance of the trainer, two of which were constructed by Kaman Aircraft for the Navy. One was sent to the detachment at Lakehurst, the other is now at Det. 1071, NAAS Ream Field, Calif.



ADMIRAL UTILIZES HU2K-1 DURING VISIT—Rear Admiral Paul D. Stroop, Chief, Bureau of Naval Weapons, visited Kaman facilities at Bloomfield, Bradley Field and Moosup, Conn., recently. The Admiral flew as co-pilot in the SEASPRITE during the trip between Bradley Field and Moosup.

Each of the maintenance trainers consists of four panels: (1) Hydraulic; (2) Flight Controls, Transmission and Power Plant; (3) Electrical; (4) Navigation System. All of the panels are mobile and the main trainer can be disassembled in three minutes so that its individual main components, such as the Automatic Stabilization Equipment, can be studied in separate classrooms. This allows the various specialty ratings to receive simultaneous and uninterrupted instruction, thereby eliminating the need to wait while one group is checked out in a specific area. Afterward, when the trainer is reassembled (again a matter of minutes), these specialists are afforded the opportunity to see how their areas function in conjunction with others in the helicopter, thus giving them the "whole picture."

To make the trainer as realistic as possible, actual aircraft hardware has been used throughout and all of the panels include provisions which enable the instructors to simulate possible malfunctions in the various systems and components. In this way, maintenance personnel receive first-hand experience in trouble shooting on representative components under ideal conditions.



SPECIALISTS—KAC employees who recently attended the HU2K-1 training school conducted at NAMTD 1070, NAS Lakehurst, N.J.; and their instructors. Kneeling, left to right, are R. E. Schwarz, R. E. Lambert, D. G. Beasley, W. C. Morris, E. F. Geblein, L. C. Lyman, KAC. Standing A. P. MacCracken, AEC, F. H. Brightman, AMSC, A. J. Niemotka, ADJC, D. W. Weiner, ADJ2, S. E. Waldrop, AMHC, J. C. Brandon, ADRI, D. W. Glaeseman, AEC, instructors; F. Heffernan, KAC; W. R. Hoyle, ATC, Instructor.

USAF HUSKIE BREAKS ANOTHER RECORD



CAPT. CHESTER R. RATCLIFFE, JR.

An Air Force H-43B HUSKIE has claimed a second international distance record within a three-week period. Both of the records were previously held by the Soviet Union.

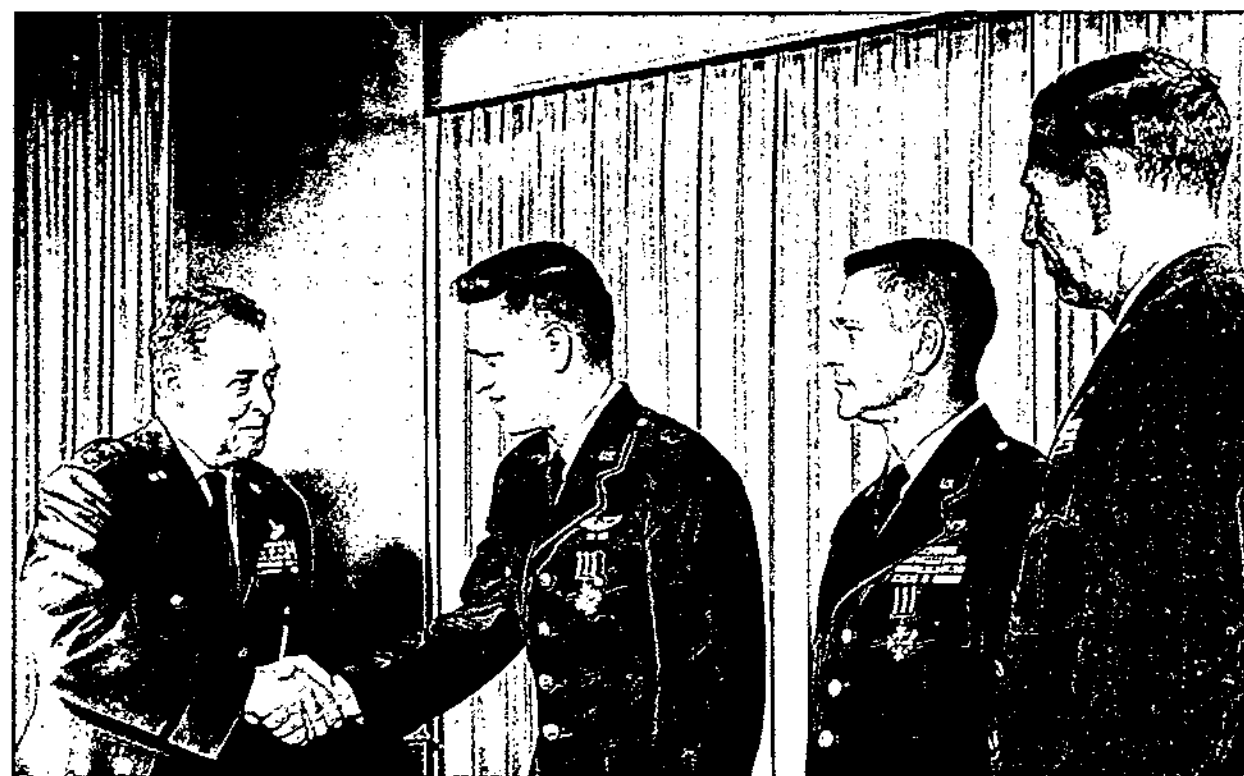
Established on July 5th was a straight-line distance record of 900 miles. The flight originated at Hill Air Force Base, Utah, and ended eight hours and 27 minutes later near Springfield, Minn. Pilot on the flight was Capt. Chester R. Ratcliffe, Jr., Commander of ARS

Det. 24, CARC, MATS; Kincheloe Air Force Base, Mich. The previous record of 761.027 miles was set by a Soviet Mi-1 helicopter on September 21, 1960.

On June 13th, three weeks before Captain Ratcliffe's flight, Capt. Richard H. Coan of ARS Det. 52, EARC, MATS; Charleston Air Force Base, S. C.; flew an H-43B 656.258 miles around a closed course near Mono Lake, Calif., to break a record of 625.464 miles set by a Soviet Mi-1 helicopter in June, 1960.

The H-43B, manufactured by Kaman Aircraft Corp. of Bloomfield, Conn.; now holds five international records for helicopters. The three other records held by the HUSKIE are: Altitude without payload, 32,840 feet, set Oct. 18, 1961 by Lt. Col. Francis M. Carney of Stead Air Force Base, Nev. Altitude with a 1,000 kilogram (2,204 pound) payload, 26,369 feet, set May 25th, 1961, by Capt. Walter C. McMeen of Luke Air Force Base, Ariz. Both records were previously held by Russia. Time-to-climb to 9,000 meters (30,000 feet) in 14 minutes, 11 seconds, also set by Colonel Carney and previously held by France.

The H-43B, which is powered by a Lycoming T-53 gas turbine engine, is an Air Force utility helicopter now stationed at nearly 50 Air Force bases around the nation and overseas. Air Rescue Service, MATS, has established the HUSKIE as its standard helicopter and is using the aircraft for local base rescue duty. ✽



HONORED—Captain Ratcliffe and Captain Coan were awarded Distinguished Flying Crosses recently for breaking the Soviet helicopter distance records. The medals were presented by Lt. Gen. Joe W. Kelly, MATS Commander, at his headquarters, Scott AFB, Ill. Present at the ceremony was Brig. Gen. Joseph A. Cunningham, ARS Commander. Shown are General Kelly, Captain Coan, Captain Ratcliffe and General Cunningham. (USAF photo)

H-43B ENGINE STARTING SYSTEM SCHEMATIC (S/N 59-1540 & SUBS)

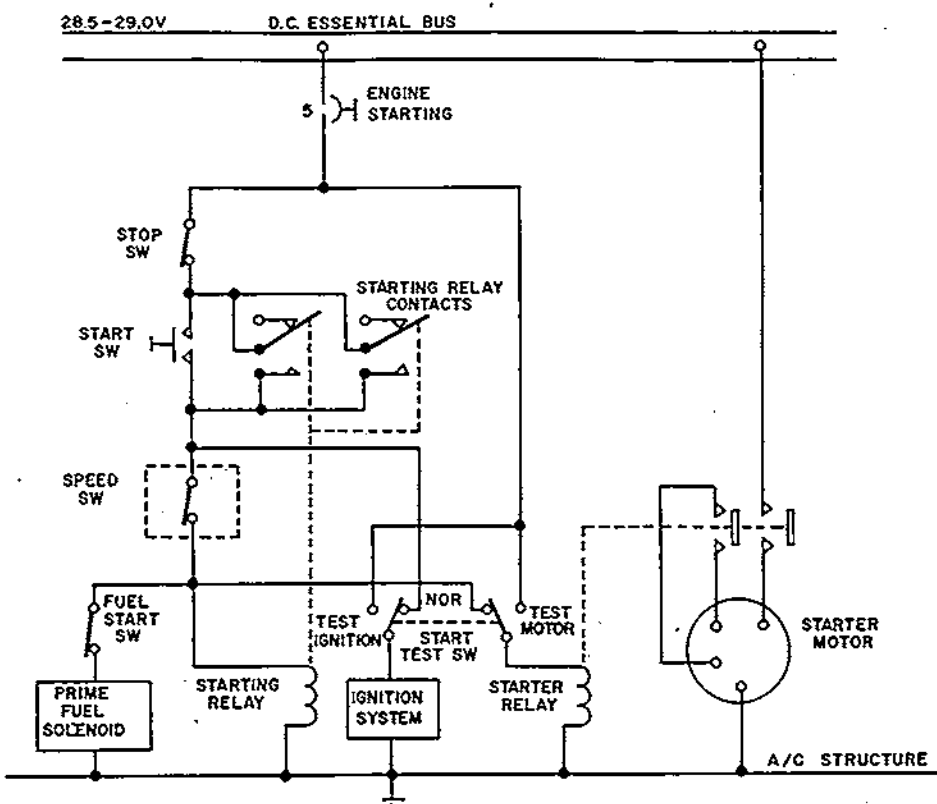


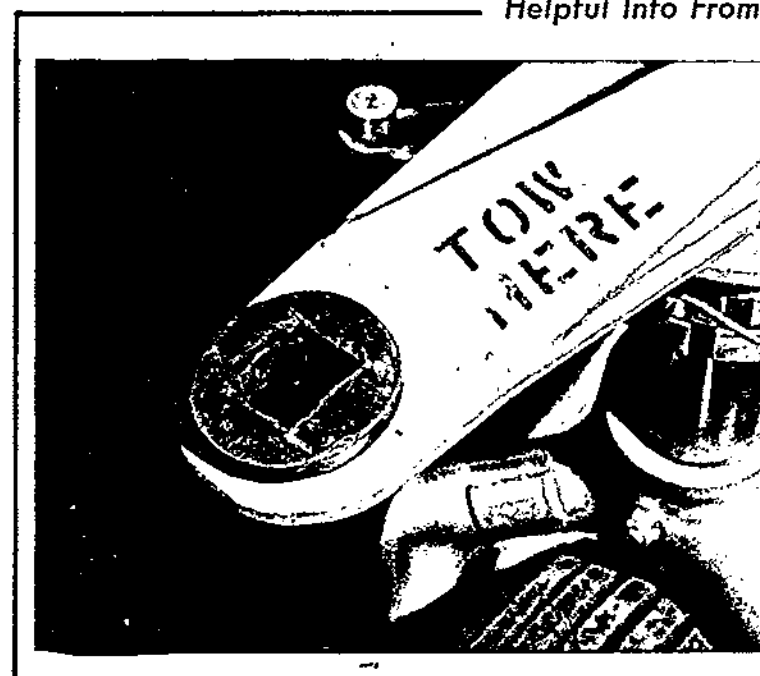
Figure 1.

start switch, and deenergizes the complete starting system. The complete starting system cannot be energized again until N1 RPM decreases below 28 to 30%. However, it is possible to make an air start with N1 RPM in excess of 30% as only ignition is required to start the engine. This can be accomplished by depressing the start button and holding it until the engine is started.

This action provides a path for current flow direct to the ignition unit, as stated previously. The current for the ignition system does not flow through the speed switch.

Since proper functioning of the speed switch is necessary for engine starting, it is relevant to discuss the effects of a malfunctioning unit. Known speed switch mal-

Helpful Info From Det. 44



As a means of reducing tow-bar fitting wear on the H-43B nose wheel, personnel attached to ARS Det. 44, EARC, Westover AFB, Mass.; have inserted rubber liners as shown. An AN931B24-28 grommet may be used or a similar liner can be cut to fit the towbar access hole. The fore-and-aft motion experienced when towing is also partially absorbed by the liner which can be used on H-43A, HOK-1, HUK-1 helicopters as well. (USAF photo)

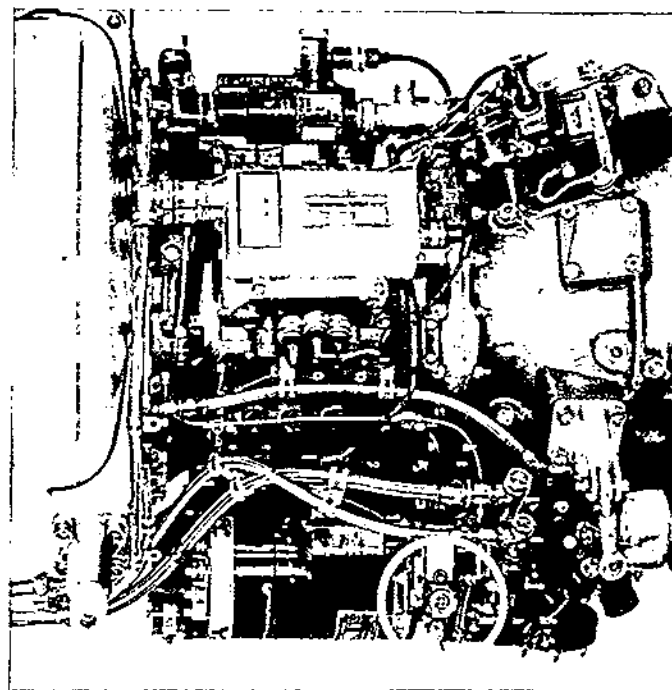
DB Cooper-36787

MULTI-SPEED SWITCH OPERATION AND MAINTENANCE

by W. H. Zarling
P. A. Greco
Analysts, Electrical-Electronics
Field Service Department

When starting the engine in most helicopters, it is necessary to press and then hold the start button until the engine is in operation. In the H-43B HUSKIE, however, the start is made by merely pushing the button momentarily and then releasing it, thus setting the automatic engine starting system in operation. This allows the pilot time to prepare for flight while the engine is starting and also minimizes the time required to get the helicopter airborne and on the way to perform its rescue mission.

Once the engine is started, the automatic starting system is deenergized by the multi-speed switch. This switch, P/N AE47-2 and -3, is preset to deenergize the starting system at 28 to 30 percent of N1 (gas turbine) RPM. Comprised of a normally closed micro switch and an actuating mechanism which operates by centrifugal force, the multi-speed switch is located on the engine between the N1 tachometer mounting pad and



the N1 tachometer. The multi-speed switch and N1 tachometer are mechanically driven by the N1 reduction accessory gear box.

The electrical location of the speed switch is shown in figure 1, which represents the latest production configuration of the engine starting system. The switch operation in relation to the other components in the system is as follows: When the aircraft's start button is depressed, circuit connections for current flow are provided from the D. C. essential bus to the junction of the speed switch and ignition system. At this point the current divides into two paths, one to the ignition system and the other to the speed switch. Since the speed switch contacts are normally closed, current flows through to the prime fuel solenoid, the starting relay and the starter relay. This action opens the prime fuel valve allowing prime fuel to flow into the engine; energizes the starter relay, allowing APU or battery current to flow to the starter; and energizes the starting relay. The starting relay contacts are connected in parallel across the start switch, functioning as a "latching" switch, and provides a path for current flow into the starting system. At this time the start button can be released and the starting system remains self energized.

A normal engine start should be accomplished when N1 RPM reaches 28 to 30%. The speed switch actuating mechanism is adjusted to actuate the micro switch between these percentages. When this occurs, the path for current flow through the speed switch is opened, deenergizing the prime fuel solenoid, the starter and starting relays. This action opens the paralleled contacts of the starting relay, connected across the

MISSION REPORT FROM LUKE AFB

by 1st Lt. Carroll L. Wright
Information Officer, Det. 15



Detachment 15, WARC (MATS), Luke AFB, Arizona, offers the following record of mission accomplishment as a record of interest to see if any other LBR can top it.

On 24 April 1960, Capt. Walter C. McMeen, Det. 15 Commander, flew the first rescue mission with the H-43B in the field. This mission appeared in the July, 1960, Rotor Tips which is published monthly by the Kaman Aircraft Corp. Captain McMeen was placed on the Scroll of Honor for his accomplishment. This one mission proved the outstanding capability of the H-43B "Huskie" as a rescue vehicle and thus was the beginning of a long list of mission accomplishment in the H-43B. All missions that will be mentioned were flown in the H-43B and cover the period from 24 April 1960, to 5 July 1962.

The most outstanding mission accomplishment developed on 5 July 1962. On this date, this detachment accomplished the one thousandth (1000th) actual scramble mission with the fire suppression kit. The fire suppression kit is carried when an aircraft declares an emergency inflight with intentions of landing at Luke. It is also carried to any aircraft accident which may occur within 15 miles of the base to furnish fire suppression and rescue coverage. The 1000th emergency developed when a T-33 pilot, Capt. James R. McCulloch, 4512 CCRTRARON, declared an emergency and was inbound to Luke for landing. The helicopter was airborne in less than two minutes with the fire suppression kit. The T-33 pilot landed his aircraft safely and the helicopter returned to the alert parking area. Once again the every-day routine had been acted out uneventfully. Not all of the emergencies have ended this way though, because the fire suppression kit has had to be used on eight (8) occasions. On one occasion, after the fire kit was used, the helicopter returned the kit to the ramp to be recharged. After the kit was recharged, the helicopter returned to the crash scene to continue the firefighting operation. The fire trucks from the base had not reached the scene yet. The aircraft had crashed in a freshly irrigated field and the fire trucks could not reach it because of the mud. The interesting thing about this mission was the fact that the

crashed aircraft was only about 300 yards off the end of the runway. It took the fire trucks approximately thirty minutes to rig a fire hose long enough to reach the scene. During all this time, the helicopter was the only fire suppression vehicle that could reach the scene.

This Detachment has flown a total of 1104 missions during the above mentioned period. These missions cover all types such as bailouts, military crashes, civilian crashes, military evacuations, civilian evacuations, search and recovery, and scrambles with the fire suppression kit. There have been eighteen bailouts of which one had to be picked up with the hoist because of the rough terrain the pilot had landed in. Out of thirty-four evacuations, twenty-eight were civilians. The hoist was used to pick up fifteen of these evacuations and the Stokes litter had to be used on two occasions because of the extreme injuries involved. Thirty-two aircraft have crashed within our area and eleven have been within fifteen miles of the base. The H-43B has aided greatly in the recovery of eighteen deceased persons. The majority of these individuals



1000th SCRAMBLE—Crew of the H-43B which carried fire suppression kit for the 1000th time in support of an aircraft with an inflight emergency. Front row, left to right, are A1/C Robert J. Stone, fireman; S/Sgt. George S. Edwards, crew chief; A1/C Frankie E. Hill, fireman. Rear, Capt. Harold D. Salem, co-pilot; 1st Lt. Carroll L. Wright, pilot and rescue crew commander. (USAF photos)

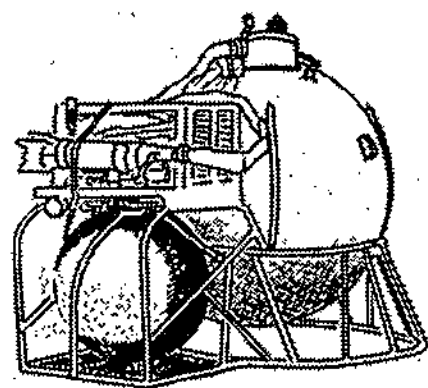
were in extremely rough terrain which made their recovery next to impossible by any other means. These missions were flown all over the State of Arizona. They cover an area from a few miles next to the Mexican border to the depths of the Grand Canyon.

This detachment has flown 1020:30 hours in the H-43B as of 5 July 1962. We have found the H-43B requires relatively little maintenance once it is placed in commission. There have been times when parts were on shortage and the aircraft would be AOCF for a short period of time.

These missions combined with the professional attitude of the members of this Detachment speak for themselves. Both the civilian and the military populace have grown to depend on the professional ability of this Detachment and its members have tried to meet the obligation both day and night. The H-43B has played the largest part in the mission accomplishment. It has definitely proven itself to be an extremely versatile vehicle for both fire suppression and rescue. K

Q's AND A's

If you have a question regarding Kaman Aircraft maintenance, send it along to Rotor Tips. The Service Department's analysts will be glad to answer it.



Q. (Applies H-43A, H-43B) ARE THE BUBBLES SEEPING FROM THE SURFACE OF THE FIRE SUPPRESSION KIT AIR TANK AN INDICATION OF IMMINENT FAILURE?

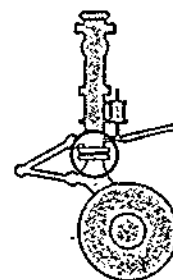
A. No, the bubble seepage is due to normal expansion of the Fiberglas layers during charging of the tank. The expansion of the tank is normal. The tank, in the normal course of use, comes in contact with foam and water and the Fiberglas, being porous, allows the moisture to penetrate. When the tank is pressurized, expansion takes place at a greater rate inside the tank than outside and the moisture trapped within the Fiberglas is forced to the surface causing small bubbles to escape, thus giving the appearance of a leaking tank. - W.J.R.

Q. (Applies HOK-1, HUK-1, H-43A, H-43B) WHAT ARE THE SIX "RIGHTS" OF LUBRICATION?

A. 1. The right type. 2. The right quality. 3. The right amount. 4. The right condition. 5. The right place. 6. The right time. - C.W.J.

Q. (Applies H-43B) WHAT COULD CAUSE A HEAVY DOWN LOAD ON THE COLLECTIVE PITCH STICK?

A. A malfunctioning rudder lock solenoid valve, P/N 7-V-7099, can cause this condition. Both the collective limiter and the rudder lock utilize oil pressure from the same stage of the transmission oil pump. Should the solenoid valve poppet fail to seat properly, it will allow the oil pressure to bleed by, thus robbing the collective limiter of its normal operating pressure and creating the stick down loads. The condition is most likely to occur with the DSAS switch "ON." To relieve the download, switch the DSAS "OFF." A future revision to T.O. 1H-43B-2 will include this troubleshooting information. Refer to handbook T.O. 9H8-4-132-3 for a detailed breakdown and troubleshooting chart on the solenoid valve. - W.J.W.



Q. (Applies HOK-1, HUK-1, H-43A, H-43B) WHAT IS THE PURPOSE OF THE TWO LOCK NUTS AT THE BASE OF THE AUXILIARY STRUT CYLINDER?

A. The lower nut is the gland nut which retains the piston wiper seal; and the upper nut establishes the freedom of the swivel of the strut and should never be over-tightened or strut-bind will occur. - F.E.S.

Q. (Applies H-43B) WHAT IS THE MIL-SPEC FOR THE GRAY LACQUER USED IN THE H-43B COCKPIT AND CABIN?

A. The Mil-Spec for this lacquer is MIL-L-006805B. The number for the color, which is dark gull gray, is 36231. - F.E.S.

Q. (Applies H-43B) IS THE DOWN STOP ON THE PILOT'S COLLECTIVE STICK RIGGED LOWER THAN THE STOP ON THE CO-PILOT'S STICK?

A. Yes, the pilot's collective stick down stop is rigged lower than the stop on the co-pilot's stick to insure full closing action of the collective limiter valve in the down direction. Centrifugal loads from the blade control rods and spring loads from the collective limiter cause a twisting action in the collective torque tubes. The pilot's down stop is rigged lower to compensate for this twisting action and assures positive pilot control of the collective limiter. Complete collective stop rigging procedures can be found in the latest issue of T.O. 1H-43B-2. - W.J.W.

Q. (Applies HOK-1, HUK-1) WHY IS THERE A DIFFERENCE IN THE ALLOWABLE OVERSPEED IN THE 1340AN-48 AND -52 ENGINES?

A. The difference in allowable overspeed between the two engines is in relationship to the blower ratio. If an engine is driven to overspeed and the engine blower ratio is high and the compression ratio is the same for both engines, the detrimental effect of poor fuel-air mixture is added to the detriment of the overspeed. The engines are the same except for the impeller shaft intermediate gear assembly, the impeller shaft assembly and the carburetor elbow adapter. This is borne out by the operational difference in the manifold pressure. - A.A.W.

Q. (Applies H-43B) SHOULD WASHERS OR SHIMS BE USED ON THE ENGINE MOUNTS?

A. Washers should be used only on the engine mounting bolts as required but neither washers nor shims should be used to fill the gap between the fitting, housing and rod ends or bearings. The warning decal, "Do not use washers or shims on engine mounts,"

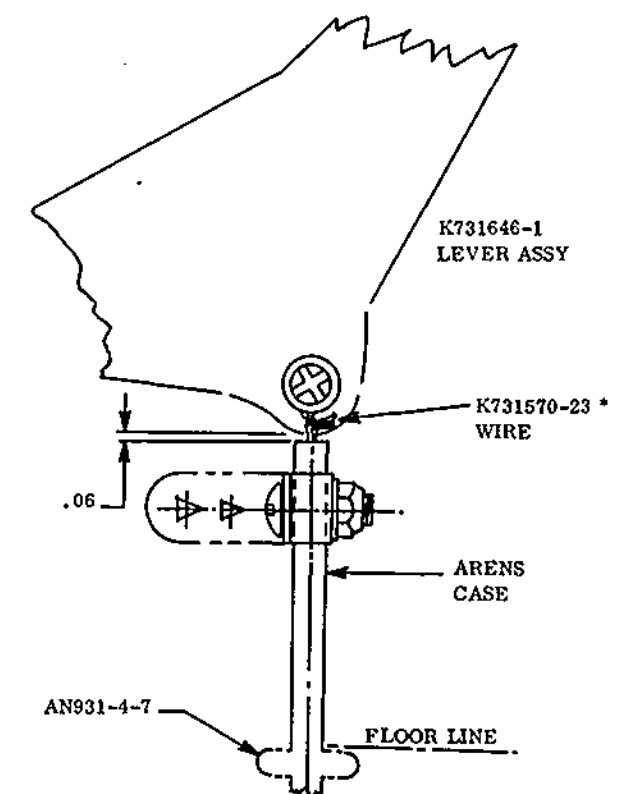
KAMAN SERVICE ENGINEERING SECTION—G. D. Eveland, Supervisor, Service Engineering, E. J. Polaski, G. S. Gart, Asst. Supervisors; E. L. White, A. Savard, G. M. Legault, Group Leaders.
ANALYSTS—R. A. Berg, P. M. Cummings, M. T. Fiaschetti, P. A. Greco, E. Hermann, C. W. Jenkins, D. W. MacDonald, J. McMahon, W. J. Rudershausen, F. E. Starnes, W. J. Wagemaker, N. E. Warner, A. A. Werkheiser, M. Whitmore, W. H. Zorling, R. W. Olsen.

is aimed at preventing this from occurring. The gaps between the right rear engine mount housing and the bolt head; the left rear housing and the fittings; the right forward rod ends and the housing and fitting; and the left forward rod end and fitting are necessary for engine expansion and operational torque loading. - A.A.W.

Q. (Applies H-43B) IS IT PERMISSABLE TO MANUFACTURE THE MANUAL CARGO RELEASE WIRE, P/N K731570-23, LOCALLY AND, IF SO, WHAT PRECAUTION SHOULD BE OBSERVED?

A. It is permissible to manufacture this release wire locally, but the finished product must conform in all ways with the drawing specifications. Using a lighter gauge wire than the .040 specified can result in kinking and subsequent malfunctioning of the manual release. - W.J.R.

MANUAL RELEASE INSTL K731570



* NOTE 1095
K731570-23 WIRE (.040 MUSIC WIRE)

File No. 164-81 1a (388) b6
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From SPD
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By b6
b7C
(NAME OF SPECIAL AGENT)

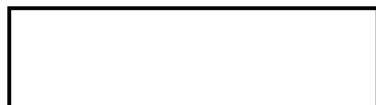
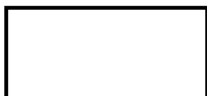
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☒ No

Receipt given ☐ Yes
☒ No

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(1) PHOTO OF

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164-81-1a

DB Cooper-36792

File No.

164-81-1a

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Date Received

1/29/73

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(NAME OF CONTRIBUTOR)

DRIVERS LIC / DMV

(ADDRESS OF CONTRIBUTOR)

OLYMPIA, WA

(CITY AND STATE)

By

R. H. Wick

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes☒ NoReceipt given ☐ Yes☒ No

Description:

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TAKEN 12/71

DB Cooper-36793

Serial 4431

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DB Cooper-36795

164-81-1a (389)

File No. 164-81-1A (390)
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 From L. A. DIV.
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(ADDRESS OF CONTRIBUTOR)

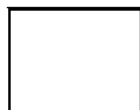
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To Be Returned ☐ Yes
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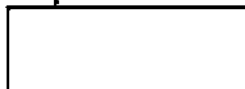
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Serial 4452



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DB Cooper-36798

164-81-1a (390)

File No. 164-81-1a (391)
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From S. Y.
(NAME OF CONTRIBUTOR)
(ADDRESS OF CONTRIBUTOR)
(CITY AND STATE)
By _____
(NAME OF SPECIAL AGENT)

To Be Returned ☒ Yes Receipt given ☐ Yes
☒ No ☒ No

Description: Photo & neg.
4

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b7C

See 4472

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b7C



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DB Cooper-36801

164-81-1a (391)



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DB Cooper-36803

164 81-1a (391)

File No.

16481-1a

(392)

Date Received

2/22/73

From

Sheriff's Office

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes
☐ NoReceipt given ☐ Yes
☐ No

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Photos

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b6
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DB Cooper-36806

164-81-1a (392)

File No.

164-81-1a (393)

Date Received

3/3/73

From

Atlanta

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes☐ NoReceipt given ☐ Yes☐ No

Description:

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b6
b7Cb6
b7C

Ser. 4478

b6
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DB Cooper-36809

164-81-1a

393

File No.

164-81-1a (394)

Date Received

3/5/73

From

San Diego
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(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

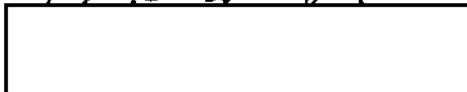
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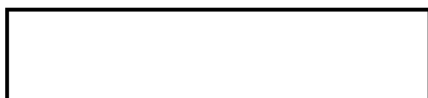
To Be Returned ☐ Yes
☐ NoReceipt given ☐ Yes
☐ No

Description:

Photo of

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b7C

Ser. 41483

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DB Cooper-36812

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b7C
Date Received 3/11/73
From L. V. DiW
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By b6
b7C
(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes☒ NoReceipt given ☐ Yes☒ No

Description:

3 photos ofb6
b7Cb6
b7C

Name:

DOB

Race

Sex

Ht.

Wt.

Hair

Eyes

Residence:

Auto:

White

Male

5'10"

155

Black

Brown

b6

b7C

b6

b7C

b6

b7C

DB Cooper-36815

164-81-1a 395

164-81-1a

Name:

DOB

Race

Sex

Ht.

Wt.

Hair

Eyes

Residence:

Auto:

White

Male

5'10"

155

Black

Brown

b6

b7C

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b6

b7C

DB Cooper-36817

164-81-1a (395)

Name:



b6
b7C

DOB

Race

White

Sex

Male

Ht.

5'10"

Wt.

155

Hair

Black

Eyes

Brown

Residence:



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Auto:



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395

File No.

164-81-16

396

Date Received

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From

P. J. J. J.

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

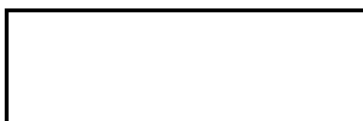
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(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes☒ NoReceipt given ☒ Yes☐ No

Description:

Copy of
 Aiz - Driven Inc.
 for Howard
 Franklin Huft.

b6
b7c

Serial 5405
 4505

SEE REVERSE SIDE FOR CORRECTIONS

LICENSE NUMBER

ARIZONA

CLASS

SOCIAL SECURITY NUMBER

2 5 2 3 1 8 2 0 8 7

LL95803

MR.

FIRST NAME

MIDDLE NAME

LAST NAME

MISS

MRS.

HOWARD FRANKLIN HUFT

STREET ADDRESS

EXPIRES

ON YOUR

BIRTHDAY RENEW

WITHIN 30 DAYS PRIOR

2901 MIRACLE MILE

CITY OR POST OFFICE

STATE

TUCSON

ARIZ.

SEX

WEIGHT

EYES

HEIGHT

HAIR

RESTRICTION

M 160

BROWN

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DATE

OF BIRTH

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DAY

DATE OF ISSUE

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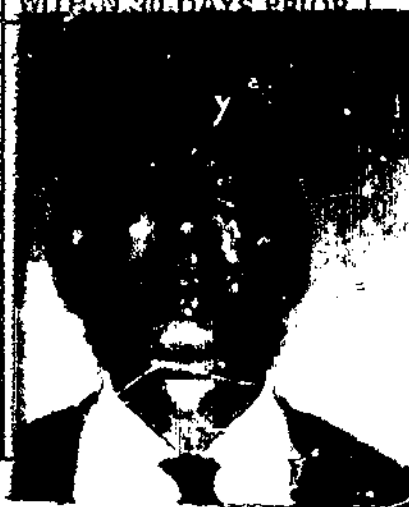
23

YEAR

1977

X Howard Franklin Huft

(SIGNATURE OF APPLICANT)

SUPERINTENDENT
MOTOR VEHICLES

OCCUPATION Mission & Travel

DB Cooper-36821

FBI

MAR 5 1972

I CERTIFY THIS IS A TRUE COPY OF
THE RECORD IN THE
MOTOR VEHICLE DIVISION
ARIZONA HIGHWAY DEPARTMENT

BY



164-81-1a (396)

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DB Cooper-36822